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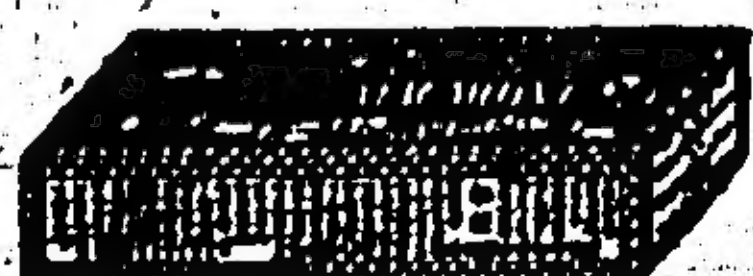
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THE CALLING OF ST. JAMES.

SERMON AT ST. JOHN'S CATHEDRAL.

The Rev. H. Copley Moyle who preached at the morning service, on Sunday, at St. John's Cathedral, took for his text:—
"Jesus saw two brethren, James the Son of Zebedee and John his brother, in a ship with Zebedee their father, mending their nets, and he called them, and they immediately left their ship and their father and followed Him." (St. Matt. 4:21), and said:—

Today is marked in our Church Calendar as the feast of St. James. He was one of the inner circle of the Apostolic band. He, with his brother St. John and St. Peter, were chosen on three very important occasions to be with Jesus, viz.: at the raising of the daughter of James, on the Mountain of Transfiguration, and in the garden of Gethsemane. The fact that he was the first of the Apostles to be put to death seems to show that he had been regarded as a leader of the Apostolic company, and had it not been for his early martyrdom we should no doubt have heard much of his work. The name, Boanerges, given by Our Lord to James and his brother John, suggests that they were both men of impetuous energy, and unbounded faith, and this character seems to have been shown by their suggesting that they should call down fire from Heaven to consume an inhospitable Samaritan village that had refused to receive their master, a suggestion which drew from Christ a severe rebuke.

The object of having Saints' days is that we may be encouraged to imitate the virtues of the Saints and to gain practical help and resources against the various temptations and struggles against just the same sins. They were not people who had surrendered their own individuality. But they were people who had heard the call of Jesus and tried to follow it in spite of many difficulties and many failures. The special virtue which our Church seems to suggest to us for imitation to-day is the readiness with which St. James and his brother obeyed the calling of Jesus Christ and followed Him.

Jesus still calls us to follow Him, but He never shouts His call to us. He speaks it gently, so that if we do not attend we may not hear it. In this the call of Jesus is in marked contrast to the call of the World. The World shouts at us. Its call is loud and insistent. It tries to impress us with its reality, and gradually to drown all other calls. The world calls us to an exacting service, in which we may wear out body and soul, only to find that the world's rewards are not as delightful as we had supposed and almost as soon as we gain them we have to lay them down, for we cannot take them into the future life.

Jesus calls us in many ways, and through many means. To many His call comes through the teaching and inspiration of loving parents in our early childhood. It was no doubt owing to the religious training which St. James had received from his father, Zebedee, and his mother, Salome, that he was ready to respond so eagerly to the calling of Jesus. There is no more efficient instrument for transmitting the call of Jesus than the teaching of a really Christian father and mother. Most of the Saints and heroes of the Church have been men and women who have had the inestimable benefit of really Christian parents. The thought should stir every parent to examine his life and conduct to see whether it is such as will most readily prove an instrument for the transmission of the call of Jesus to his children. The man who has himself never listened to the call of Jesus cannot be an efficient instrument for making his children hear that call, even if he wants to do so.

To some people the call of Jesus comes through some great joy or deliverance that comes into their life. To some the call comes through some great friend, or perhaps through a husband or wife. To many Jesus has spoken through the voice of a little child.

Sometimes it is a great sorrow that proves the means by which the call of Jesus reaches us, perhaps the loss of a friend or relative, or a parent or wife or child. It is recorded of famous Bishop Wilberforce of Oxford that he wrote in his diary on the occasion of the death of his wife, that he regarded it as a call from Jesus Christ to a more single-minded service of God.

To some the call of Jesus comes when they are laid aside by sickness or disease. And there are many who have resolved when on a sickbed, that they will live very much better lives when they recover, but, alas, for human weakness, sick-bed resolutions are too often broken.

"The Devil was sick, the Devil a monk was he."
"The Devil was well, the Devil a monk was he."

Jesus calls us to-day to serve Him and to bear His Cross. He has often called us before, and no doubt sometimes we have tried for a time to follow His call, but who of us dare say that we have followed Him perfectly with eager obedience? The call of Jesus not only differs in the way it comes to us, but it differs also in the life to which it summons us. To St. James it was a call to leave his fishing and his parents and to go with Jesus on His journeying throughout Judaea and Galilee and Samaria, and at last to meet death at the hands of Herod's executioner. To Zebedee the call of Jesus was to continue in his same employment, but to be just where he had been fraudulent, to be honest where he had been dishonest, to be devout where he had been careless.

(Continued on first of next column.)

DEGREES IN FISHERY.

UNIVERSITY OF LIVERPOOL DEPARTURE.

The Times writes:—
The University of Liverpool has arranged curricula, and is prepared to grant the degree of Bachelor of Science in Oceanography and Fisheries, and of Bachelor of Commercial Science, with special reference to a business or administrative career in connection with the fishing industries. The departure is new and interesting. A year ago Professor W. A. Herdman, President-elect of the British Association, endowed a Chair of Oceanography, the first on the subject in the British Isles, and agreed to occupy it himself until October, 1920. The Professor, who held the Chair of Zoology at Liverpool for nearly forty years, determined from the first that his teaching should have a special relation to the sea-fisheries of Lancashire and the ocean trade of Liverpool. This linking of academic science with local industries has been too little followed in Great Britain. In France it was the start followed by Pasteur, and directed that great man towards some of his most brilliant achievements. Dr. Herdman created a Fisheries Laboratory in his University, created and brought into operation with it a biological station at Port Erin, and arranged periodical ocean trips for dredging and collecting. When the title of Man Fishery Board and the Lancashire and Western Sea Fisheries Committee were established, the University of Liverpool became their natural source of inspiration. It was fitting that the Professor of Oceanography should have spent the first and only year during which he held the new Chair in solidifying that union of science and industry on which he had been so long engaged. The curricula, which will occupy three years, provide a sound educational training adapted to sound educational training adapted to the specialized careers, and should give the students an insight into science and research. A somewhat extreme specialization in university courses accords with the habits, if not with the needs, of the day. But we regret that it must be codified in new degrees. We should have preferred the adaptation of the new curricula to the ordinary degree of B.Sc., with the addition, if necessary, of honours in fisheries and oceanography, and to the ordinary degree of B.A. again with the addition of honours in commerce.

So to-day there are some for whom the call of Jesus means that they have to change their whole life; the old occupation is inconsistent with the service of Christ and so it has to be given up. To others the call means that they are to carry on the work they are doing, but they are to do it in a new spirit. The work of the office or the shop, the work in barracks or on ship, is henceforth to be done for Christ and so it must be done in the highest spirit. There must be nothing that He would disapprove, no unfair dealing, no unjust gain, no malicious words or acts. We have not to remake ourselves, but we have to make the very best of what God made us. The call of Christ means more than abstaining from evil; it means that we are called upon to reflect the character of Christ to the world. "Ye shall be witnesses unto Me," Christ said to His Apostles, "I am the light of the world," and again He said "Ye are the light of the world."

We must not only think of friendship with Jesus as a great boon to be enjoyed. It is that. But we must also think of it as a calling service, "Ye are my friends, if ye do whatsoever I command you," our Lord said.

"The Kingdom of Heaven," our Lord said, "is like unto a man travelling into a far country, who called his servants and delivered unto them his goods." That is just what He has done to us. He has delivered unto us His goods. The treasures of the Gospel are in our keeping not that we may enjoy them selfishly but that we may share them with others. We dare not wrap them up in a napkin and hide them in the earth, for then we shall hear the sentence "Cast ye the unprofitable servant into outer darkness."

Jesus calls us to dedicate ourselves anew to Him. His call is persistent, because His love will not be denied. You cannot get rid of Jesus. The world is always trying to get Jesus out of its life and out of its thoughts. It has been trying to get rid of Him for 1900 years, and it has tried in vain; men have explained away the miraculous in Jesus Christ; they have despised Him; they have even denied that He ever lived, but they cannot get rid of Jesus. He has more influence than anyone else in the world to-day, and His call to follow Him is as clear to-day as it was when He called St. James from his fishing boat. There are many who believe that the only solution of the great problems of the world is to be found in obedience to the call of Jesus. The relations of capital and labour, the relations of the East and the West, the great questions of international relations, these things can only be rightly understood when they are seen in the light which comes from Jesus, the Saviour of the world.

He calls us individuals to follow Him and do His work, but He calls us also as nations, and till His call is obeyed by the nations, the world will not know what it is to be at peace.

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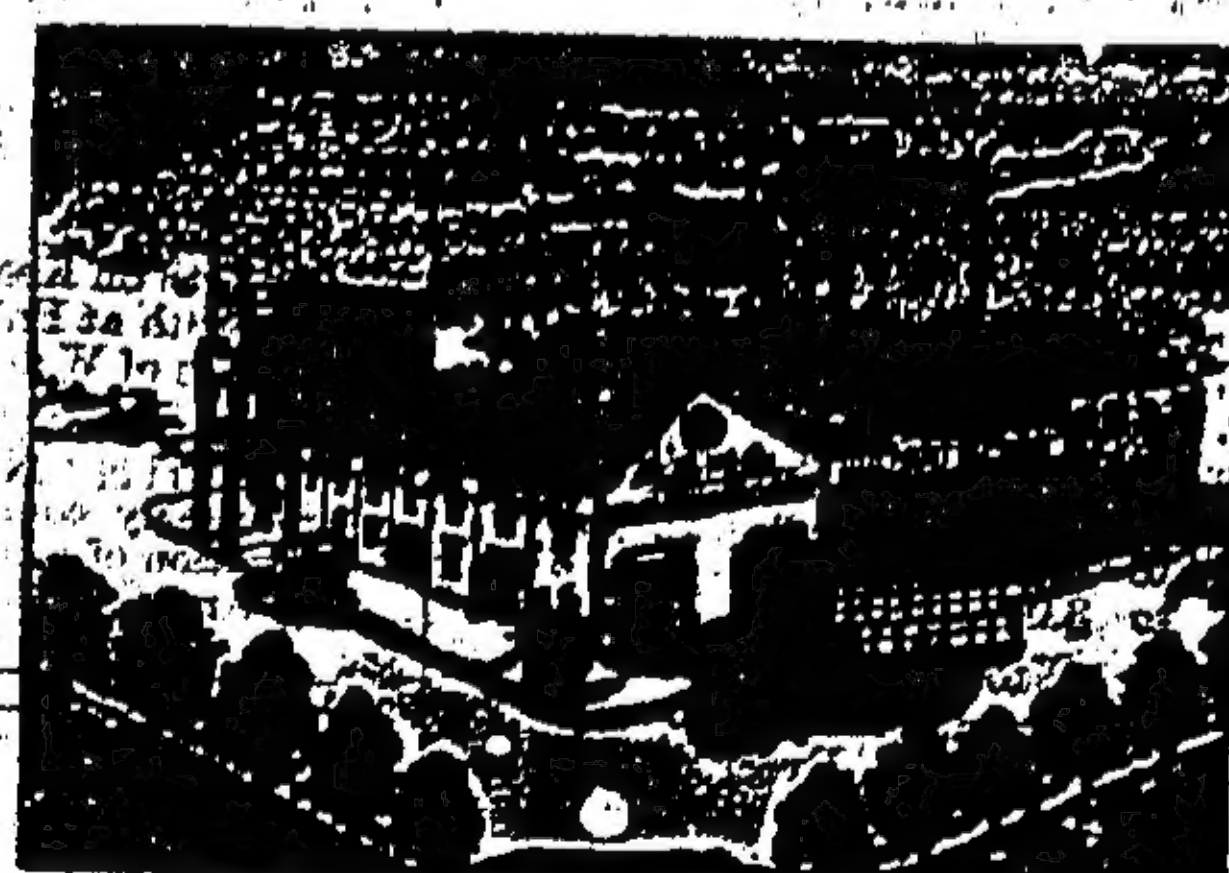
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MARINE INSURANCE CASE. INTERESTING SUPREME COURT ACTION.

THE MYSTERY OF A VANISHED VESSEL.

An action was commenced in the Supreme Court yesterday morning before Mr. H. H. J. Gompertz, Acting Chief Justice, in which Young Kong Yuen, trading as Wai Tze, claimed from the Young Shing Insurance and Investment Co., Ltd., the sum of \$20,000. Plaintiff's claim was in respect of an amount of \$20,000 under a marine policy of insurance for that amount dated November 7th, 1917, on the *Luen On*, subscribed by the defendants in which the plaintiff stated that he was interested. The *Luen On*, it may be recalled, was lost in November 1917, while on a voyage from Hongkong to Manila.

Mr. W. H. Drummond, instructed by Mr. C. E. H. Beavis appeared for the plaintiff, and Mr. Eldon Potter and Mr. F. C. Jenkins, instructed by Mr. G. R. Hayward, was for the defendants.

The defendants stated that the plaintiff was not interested in the vessel. The vessel was not seaworthy at the commencement of the risk. They denied that the vessel was insured against perils of the seas. The defendants were liable under the policy only in the event of the vessel being sunk during the voyage by running against rocks or reefs or by typhoon or waves. The defendants also denied that the vessel was lost, or, alternatively, if she had been lost, denied that the loss was caused by any of the perils insured against. The vessel received her clearance papers for the voyage on November 10th, 1917, and left Hongkong thereunder on that day and on November 13th, 1917, she returned to Hongkong having deviated from, changed and abandoned the said voyage whereby the defendants' liability under the policy was determined. Subsequently she received fresh clearance papers for a second voyage from Hongkong to Manila and left thereunder the policy not covering such voyage. At the time of the insurance being effected the defendants alleged that the plaintiff wrongly represented that the ship was his own property, whereas the defendants had ascertained that she was the property of one Yuhio Santan, of Manila.

The plaintiff, replying to the defence, contended that defendants received premium and gave receipts for them. The voyage to Manila was not changed or abandoned; therefore defendants' liability was not determined. Under the circumstances it was reasonably necessary for the vessel to put into Hongkong. The defendants were informed of this. It was necessary that fresh clearance papers should be taken out. The vessel was in a seaworthy condition. The plaintiff contended that the vessel was surveyed.

Mr. Drummond, in giving a resume of the facts which have led to the action, said that somewhere at the end of August, 1917, the plaintiff in this action received instructions from his uncle, Lunio Santan, in Manila to purchase a vessel in Hongkong and send her to Manila. Subsequently in the month of October, 1917, the plaintiff purchased the vessel, which was now the subject matter in the action, and by an assignment dated October 10th, 1917, the vessel was assigned to the plaintiff by the original owners. Two days later, on October 12th, the plaintiff in his turn assigned the vessel to his uncle. The plaintiff had acted as a general agent in Hongkong for his uncle, and sent the vessel to Manila in due course, making all the necessary arrangements therewith. Among those arrangements naturally the question of insurance arose, which had to be effected from Hongkong to Manila. The purchase price of the vessel was \$31,000, and with the brokerage of \$4,000 paid to the broker, the price was \$35,000. On September 29th, 1917, this vessel was the subject of a survey by Messrs. Goddard and Douglas with a view to purchase by the plaintiff. As a result of this survey, extensive repairs were undertaken, amounting to some thousands of dollars. This was before the vessel was purchased. Many of the repairs were also effected after the date of the purchase. They were paid for by the plaintiff in this action and the money subsequently recovered from his uncle in Manila. The vessel actually left for Manila on November 10th. When she was assigned, negotiations were entered with Ho Tin King, who was an important witness in the case. He was the man who acted as broker for the purpose of effecting insurance between the plaintiff and the defendant company. The vessel was insured for \$45,000.

(Continued at foot of next column.)

FIRE IN DES VIEUX ROAD. THREE-STOREY BUILDING GUTTED.

A fire, which completely gutted a three-storey building in Des Vieux Road Central, broke out shortly after 5 p.m. yesterday. The building is one of a block, used as general stores and flats, and is opposite Messrs. Sincore Co.'s premises.

The Fire Brigade responded to the call immediately, and, working several hoses from different directions, managed to confine the flames to the one building. The origin of the fire and the extent of the damage is not known.

ALLEGED DANGEROUS BLASTING. NARROW ESCAPE OF EUROPEANS.

A Chinese was charged at the Magistrate's Court yesterday with carrying out dangerous blasting operations.

It was alleged that a huge rock, which was shot up into the air, fell inside the dining-room of the residence of Mr. Johnston, the Chief Time-keeper of the Kowloon Dock. It fortunately fell a few feet away from where Mr. and Mrs. Johnston were sitting.

The case was remanded.

ROW OVER A JOB. COOLIES' SCRAMBLE FOR LUGGAGE.

A number of coolies engaged in a free fight on Tuesday afternoon on the Canton steamer wharf over the job of carrying a Chinese passenger's luggage to a hotel. Bamboo poles were used in the combat and one man had his head broken. The Police intervened and arrested the assailant who was charged at the Magistrate's Court yesterday. Both complainant and defendant were bound over in \$50 each to be of good behaviour for six months.

CEYLON CONSTITUTIONAL REFORMS.

A deputation from Ceylon has discussed with Lord Milner, Secretary of State for the Colonies, the subject of Constitutional reforms. Sir William Manning, Governor of Ceylon, was present in connection with the subject, and he gave an interview there to the Ceylon Deputation on which a writer in a Ceylon contemporary says:—"One or two members of the Deputation and an English friend of Ceylon, an old resident himself favourable to the reforms, appear to be of opinion that Sir William Manning will make no bones about a substantial Unofficial Majority. So much so that he may reduce the number of officials to the minimum. But it is said that he is adamant that any unofficial members of the Executive Council shall be chosen by the Governor from anywhere, without restrictions. He will retain the liberty to pick a man out of the elected members if he likes, in which cases, the elected seat will be vacant. No hint is given, in the information sent out to us by the last mail, of any disposition on the Governor's part to include European unofficial members in the Executive Council."

The policy was arranged at a flat rate of three per cent. Shortly before the vessel left Hongkong, three policies were entered by the defendants to cover this insurance. It was all one transaction. There was one policy with the Venus Insurance Co. for \$20,000, one with the Kong Hoon for \$5,000, and the policy which was the subject matter of this claim for \$20,000, making a total of \$45,000. The premium agreed upon was a flat rate of three per cent. The policies were dated 7th, 9th and 9th April. On November 10th, the vessel left Hongkong for Manila. She was in charge of a Chinese coxswain and nine Chinese crew. On the 13th November she came back to Hongkong, the coxswain reporting that the weather was extremely rough, and that the ship was rather light and in his view it was absolutely essential for the safety of the vessel to put back and take on further coal for the purpose of ballast. When she left Hongkong on the 10th, she had on board 80 tons of coal. On her return she took a further 40 tons on board. Her consumption of coal would be 7 tons within 24 hours. Therefore when she returned on the 14th she must have consumed about 15 tons. So, roughly speaking, she had on board the second time 100 tons of coal. On her return the plaintiff informed the defendants that she had come back and he also told the broker to let the defendants know that she had returned. He also told him that further coal was being put on board. The Manager acquiesced and said it was all right, and the coal was procured and put on the vessel. The voyage was being proceeded with as rapidly as possible. The vessel was cleared on the 15th and she left on the 16th. She left that morning and nothing had been heard of her ever since. Although everything possible was done to find her, whereabouts she was, she has not been found.

ITALIAN ARMS FOR ANFU ARMY. STRONG PROTEST FROM TSAO KUN AND WU PEI-FU.

A letter in Chinese of which the following is a translation, was received recently by the Editor of the *Peking and Tientsin Times*:—

Dear Sir,—We cannot imagine how the Legation of a friendly European nation can conscientiously help the Anfu Party by means of arms and ammunition against the troops who are standing for the interests of the people.

It is too well-known for us to reiterate the fact that the Anfu Party has been selling China's national rights and bringing disaster upon the nation with a greater rapidity than we anticipate, but notwithstanding this, the Italian Legation at 5 a.m. on July 27th sent by motor truck a 40 centimeter trench mortar from the Legation compound to Nanyuan where Tuan Chi-jui's troops were stationed. Further information in our possession shows that Tuan Chi-jui paid \$4,000 for the mortar.

We are exceedingly surprised to learn that the official representatives of a friendly country which loves liberty and is the birthplace of Garibaldi, in consideration of a paltry sum, is willing to make sacrifice of Italian interests in China, is willing to violate the agreement with the other foreign Powers for not supplying arms and ammunition to China pending her unification, is willing to violate International Law which forbids the Foreign Minister of a friendly nation to take part in the internal affairs of a country to which he is accredited, is willing to bear the stigma that the Italian Legation is but a munition shop, and is willing to ally itself with the champion of Militarism, favouritism, and open robbery of the country's wealth.

In view of the willingness of the Italian Legation even to sell its trench mortar to Tuan's troops, it is unnecessary for us in order to establish other charges to give details of the sale of 6,000,000 rounds of Italian ammunition, which were transported from Shanghai to Fengtai on the night of July 28th under the escort of Italian marines; of the delivery of Nanyuan by Italians of 100 shells for field-guns; of the supply to Tuan's troops from the magazine of the Italian Legation of a large quantity of air bombs, and of the landing of services of two Italian aviators to Tuan's aviation force, etc.

Liberty-loving Italians, liberty-loving Anglo-Saxon friends, and other liberty-loving foreigners in China, we, Tsao Kun and Wu Pei-fu, are appealing to you for support against these unfriendly activities of the Italian Legation in the hope that they may cease, so that the Chinese people may not be roused to a point where grave international complications may result.

Yours faithfully,
TSAO KUN,
Military Governor of China.
WU PEI-FU,
Commander of the Third Division.
PEKING, July 28th.

RUSO-JAPANESE ARMISTICE SIGNED.

The Japanese War Office announced on July 20th that the conference of the Russo-Japanese Armistice Committee has come to an end with the exchange of a memorandum on the questions, connected with the armistice agreement, signed on July 15th by the Japanese Command and the Verkhne-Udinsk State Command.

The memorandum was exchanged between the Japanese and Russian Far Eastern Republic armistice commissions on July 17th at Gongota station. The memorandum states that the Commissions are convinced that the best means for the speedy restoration of peace and its maintenance is to create a Buffer State under a unified Government, independent of international relations or isolated from other nations, who are well advanced in civilization and have made considerable progress, industrially and otherwise.

Both Far Eastern Russia and Japan, the memorandum adds, have very close mutual interests and the Buffer State will naturally expect the utmost unity and assistance from Japan. In view of the fundamental principle, laid down above, the Commissions agree that the Buffer State, which must be nationalistic and based on broad democratic principles. It was also agreed that, in order that the will of the people might be correctly and independently declared, it was necessary to convene a conference, composed of representatives of the people.

INDIA AND AVIATION. ENCOURAGING CIVIL FLYING.

The Government of India have recently received representations from the principal Chambers of Commerce on the subject of assisting the development of civil aviation in India by the reduction of the customs duty levied on aeroplanes. They have for some time past had this question under their consideration, and have now decided to reduce the import duty payable on aeroplanes, aeroplanes parts, and aeroplane engines and engine parts from 7½ per cent. to 2½ per cent. ad valorem. This concession will have retrospective effect so as to include the imports on which the excess duty has already been paid.

Further, in order not to hamper or discourage long-distance flying, which is at present in an experimental stage, the Government of India have authorized maritime local Governments to exempt aircraft arriving in India by air from the payment of duty when they are satisfied that aircraft are to be used merely for the purpose of flight across India and are not intended to be retained in the country. Before this exemption is granted, the persons in charge of the aircraft will be required to make a written declaration or to execute a bond that the condition laid down above will be fulfilled.

COMPANY REPORTS. SHANGHAI DOCK AND ENGINEERING COMPANY.

The Shanghai Dock and Engineering Co., Ltd., announce that the net profits for the year ending April 30th, 1920, including the amount brought forward from the previous year, amount to Tls. 1,700,000.32. Deducting the share dividend of Tls. 1,430,347.82, which the directors will recommend at the forthcoming annual general meeting to be dealt with as follows:

Pay a final dividend of Tls. 15 per share, (making Tls. 20 per share) for the year absorbing \$25,000.00
Add to special reserve account 100,000.00
Add to depreciation account 113,303.50
And carry to new account 88,042.82

SEQUEL TO COLLAPSE OF SILK VALUES.

The Klotz Throwing Company, a silk importing and manufacturing firm, which has fifteen plants in New England and the mid-Atlantic states, with offices in Japan and China, is in the hands of trustees. The assets are estimated at \$11,000,000 exclusive of the value of the plants, while the liabilities are estimated at \$8,000,000. The stock of sufficient liquid assets to meet immediate demands, the collapse of silk values in Japan, and the cancellation of orders is responsible for the firm's difficulties.

PERSONAL REMINISCENCES OF DR. MORRISON.

General Sir John Hart Dunn records how, some three weeks ago, during a holiday on a seat on the parade at Sidmouth was an invalid man with his wife. Conversation ensued, and Morrison remarked, "You must be the Captain Dunn" who wrote that book which I had in my library. From then my wife and myself used to call and see them, and being still blessed with a good memory of those days when I was on Sir Hope Grant's staff, my stories about the Summer Palace, the "Munich" (where, he told me, he and other "buddies" went ship-shooting), and how Morrison had been with our Army as we marched round to the Anting Gate of the Tartar Quarter, and found himself in possession of all the wondrous treasures stored in these series of small palaces, etc., seemed to interest him almost as much as all he was able to tell me of later days. But it was only for the last days, when he got weaker and had to take to his bed, that he ever quite realised that he would never see his beloved Peking again. Mrs. Morrison thought he had been poisoned by food at the Paris Conference. They had arranged to go back to China this month by Canada and Japan, hoping the sea voyages would restore his health. They had two old servants with them, and a fortnight ago Mrs. Morrison was engaged a governess for their delightful, healthy children. Her husband told me that though he sold his library—the finest collection of Chinese books in the world—to Japan, he had afterwards found America would have given \$200,000.

Admiral Sir Cyrian A. G. Bridge writes his tribute, and says: "I first met him in the South Sea Island, when he was studying the 'Labour Trade' and I was commanding one of H.M. ships. I was greatly impressed by his ability and his earnestness. We came together again in New Guinea during the proclamation of our first Protectorate. Subsequently I saw a good deal of him at Peking and other parts of China. To hear his views was to be refreshed and invigorated. His attitude as to the British Empire and its dealings with China was singularly noble. He certainly was a great citizen."

"LEST WE FORGET." WHEN THE BOXERS ROSE.

The *Naval and Military Record* to hand by the last mail says:—

It is just twenty years since the Boxer outbreak occurred in North China, an affair that involved our naval forces on that station in three months of arduous and dangerous campaigning. It was on June 9th, 1900, that Admiral Sir E. H. Seymour, the Commander-in-Chief, received at Tientsin a telegram from Sir G. Macdonald, the Minister at Peking, appealing for immediate help. On the following day an international naval brigade, consisting of 900 British and 1,100 seamen of other nationalities, including Americans, French, and Germans, left Tientsin in command of the capital, with Admiral Seymour in command. His chief of staff was Capt. (now Lord) Jellicoe, a second brigade was commanded by Capt. (now Admiral Sir G. A.) Callaghan, and among other officers who took a prominent part in the operations was Com. (now Lord) Beatty, of the *Hartford*. The advance encountered fierce resistance, and there was brisk fighting from the outset. At Tientsin Com. Beatty, with 200 men, made a gallant attempt to capture a Chinese battery, and did not withdraw until Beatty had been twice wounded. On June 17th the Taku forts were bombarded and stormed, an operation to the success of which the *Albatross*, *Whiting*, and *Fame* (the last named commanded by the present Admiral Sir R. Keyes) materially contributed. On June 18th a fierce battle took place at Lang Fang, 40 miles from Peking, between Admiral Seymour's column and a Chinese army of 10,000 men. The Chinese were casualties in this engagement. Admiral Seymour himself had a narrow escape from death, and Jellicoe was severely wounded. A week later the column was relieved at Tientsin, but it was not until August 3rd that the final relief column, reorganized and reinforced, left under Capt. Callaghan, and entered Peking on the 14th, thus ending the Boxer rebellion. The Boxer menace subsided as suddenly as it had arisen, and by September 6th the situation was such as to warrant the recombination of the naval brigade. All the foreign officers present tribute to the skillful leadership and tact of Admiral Seymour. Capt. de Margiles, in charge of the French contingent, reported that "the serious difficulties which were likely to arise from the clashing interests of eight nationalities were prevented by the high position and perfect courtesy of Admiral Seymour, and that it was especially fortunate for the expedition that that officer met with no mishap while bravely exposing himself to the enemy's fire."

ATTRACTIVE LINGERIE FOR 1920.

ARTISTIC NEW DESIGNS AT SPECIAL PRICES.

All "Elsieco" Underwear is
Exquisitely Embroidered by hand
on Crepe de Chine, Japanese Silk
and Finest Lawn. Any style and
shape, made to order.



"MADELEINE" CORSETS

"The construction of the
Madeleine Corset is a master-
piece of skill, giving abdominal
support without pressure."

LANE, CRAWFORD & CO.

DICK'S PATENT PACKING (UNIVERSAL SIZE)

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HONGKONG.

COLUMBIA RECORDS. COMPLETE OPERA OF "RIGOLETTO"

17 large Double Sided Records.
Nos. C128 8 to C1304.

The Anderson Music Co., Ltd.

Powell Ltd.

TELEPHONE 346

JUST RECEIVED A
LARGE CONSIGNMENT
OF SOFT FEEL AND
STRAW HATS IN THE
LATEST STYLES.

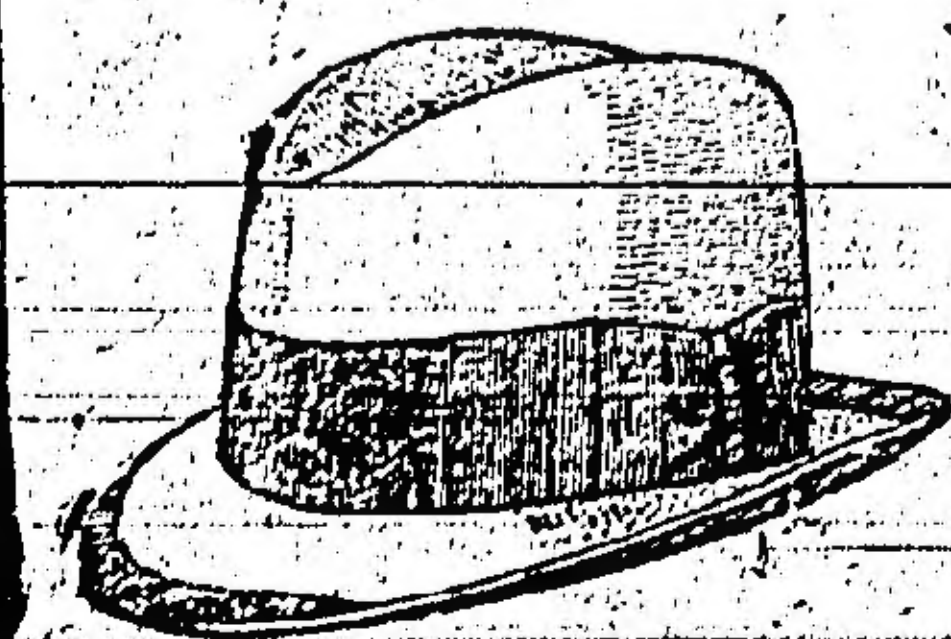


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IN SUPERIOR QUALITIES.
WE INVITE INSPECTION.

GENTLEMEN'S OUTFITTERS.



NEW ADVERTISEMENTS

NOTICE

IN RE ESTATE OF J. B. PATTEL, deceased.
NOTICE IS HEREBY GIVEN that the undersigned being the Attorney of Mr. BANO J. B. PATTEL has been granted letters of administration by H. D. M. Consular Court at Canton. Any claim against the Estate should be filed with the undersigned on or before 25th August, after which date no claims will be admitted.

P. N. COOPER,
 33, Queen's Road Central.
 Hongkong, July 26th, 1920. [1250]

WANTED

UNFURNISHED HOUSE, six or seven Rooms. Advertiser would entertain buying furniture if necessary. Possession may time before end October.
 Apply to—
 Box 12894, Office.
 (Care of "Daily Press") [1260]

NOTICE TO CONSIGNEES

THE EASTERN & AUSTRALIAN S.S. COMPANIES
 "EASTERN"
 Arrived Hongkong on July 27th, 1920.
 FROM AUSTRALIA & MANILA

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer. Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GORDON & DOUGLAS at 10 A.M. on Mondays and Tuesdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
 Agents.
 Hongkong, July 27th, 1920. [1261]

S.S. "FAUSANG"

TENDERS are invited for the purchase of the WRECK of the above steamer as she lies on Hsien Hsien Reef.
 GILMAN & CO., LTD.
 Agents, The Salvage Association, London.
 Hongkong, July 26th, 1920. [1262]

WANTED

SHIP'S DOCTOR for six months for a steamer trading between Hongkong, Singapore and Java.
 Apply to—
 P. O. Box No. 411.
 [1263]

TO LET OR FOR SALE

GLENSHIEL No. 14, The Peak, near Barker Road Tram Station.
 Apply to—
 LINTSEAD & DAVIS,
 Alexander Buildings. [1189]

FOR SALE

NEW and COMPLETE PLANT including Whisky Table for crumbing and denitrating Ove. Just arrived.
 For particulars apply—
 OARVALHO & COMPANY,
 Machinery Department. [1264]

FOR SALE

NO. 1, STEWART TERRACE, 57, The Peak.
 Apply to—
 HUMPHREYS ESTATE & FINANCE CO., LTD.
 Alexander Buildings. [1265]

PUBLIC AUCTION

S.S. "WING HANG"

NOTICE IS HEREBY GIVEN that the Steamer "WING HANG" as she lies near Shamshui in the Harbour of Hongkong.

Will be sold by
 ORDER of the MESSAGERS
 by
 PUBLIC AUCTION
 on
 TUESDAY,
 the 10th day of August, 1920,
 at 12 o'clock Noon.
 by
 Messrs. LAMBERT BROS.,
 Auctioneers
 at their Auction Rooms in Duddell Street.

The ship is a Chinese ship registered at Canton. Her dimensions and tonnage are approximately as follows:
 Length—140 ft. 1 inch REGISTERED TONNAGE—250
 Breadth—25 ft. 6 inches Gross—442
 Depth—9 ft. 6 inches Net—244
 and her speed is about 10 knots.
 For further particulars and conditions of sale apply to—
 Messrs. WILKINSON & GRIST,
 9, Queen's Road Central,
 or to
 Messrs. LAMBERT BROS.
 Auctioneers.
 Hongkong, July 27th, 1920. [1266]

INTIMATIONS

NOTICE

WE have This Day commenced to carry on business as General Import and Export Merchants at Nos. 50 and 52, Queen's Road Central, and we have appointed Mr. P. M. PINGUET to be the Manager of our business with power to sign per Pro.
 Dated the 15th day of July, 1920.
 LEPACK COMPANY, LTD.
 [1245]

NOTICE

WE have This Day REMOVED our Office to the Top Floor of Nos. 250 and 252, Des Vaux Road Central (Meersa Kwong Sang Hong's main premises).
 MOW FUNG & CO., LTD.
 Hongkong, July 19th, 1920. [1244]

NOTICE

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Almeida Street and will carry on business as before under the style and firm name of HIPTOOLLA & CO. I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.
 Inspection is cordially invited.

HIPTOOLLA

Milliner and Draper.
 Hongkong, July 21st, 1920. [1240]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Three Dollars and Fifty Cents per Share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, July 28th, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 26th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
 MOWBRAY S. NORTHCOTE,
 Secretary.
 Hongkong, July 19th, 1920. [1199]

THE HONGKONG CENTRAL ESTATE LIMITED.

AN INTERIM DIVIDEND of Four Dollars per Share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, July 28th, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 26th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
 MOWBRAY S. NORTHCOTE,
 Secretary to
 The General Managers.
 Hongkong, July 13th, 1920. [1197]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Twenty-Five Cents per Share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, July 28th, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 26th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
 MOWBRAY S. NORTHCOTE,
 Secretary to
 The Hongkong Land Investment & Agency Co., Ltd.
 General Agents for
 The West Point Building Company, Limited.
 Hongkong, July 18th, 1920. [1198]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
AN INTERIM DIVIDEND of ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, August 3rd, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
 JOHN ARNOLD,
 Secretary.
 Hongkong, July 17th, 1920. [1217]

HONGKONG TRAMWAY COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the Interim Dividend of NINE PENCE per Share on account of the year 1920, has been declared. The DIVIDEND will be payable on and after WEDNESDAY, the 26th day of August, 1920, to Shareholders on the Register on TUESDAY, the 10th day of August, 1920, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/6 per Dollar.

By Order of the Board,
 R. J. WILTON,
 Acting Secretary.
 Hongkong, 26th July, 1920. [1262]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash. Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
 S. B. BORNE P. Q. AD. A.E.

ALEX. ROSS & COMPANY.

MACHINERY DEPARTMENT.

FOR STOCKTAKING PURPOSES From WEDNESDAY, July 28th, till SATURDAY, July 31st, our Machinery Department will be CLOSED to General Business. We request that all inquiries and orders be sent in writing during the period of Stock-taking when same will receive our best attention.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES
 FROM PENANG AND SINGAPORE

THE Steamship "CHAKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 1st Aug. will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
 Hongkong, July 26th, 1920. [1255]

NOTICE TO CONSIGNEES

S.S. "ARCHER" VOYAGE HOME
 FROM SAN FRANCISCO, via HONOLULU, YOKOHAMA, KOBE, SHANGHAI, MANILA, ILOILO and CAGAY

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on July 28th, at 10 A.M. All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after July 28th, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
 As Operators, U.S. Shipping Board,
 Hongkong, July 21st, 1920. [1243]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
 FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LAISANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 31st July, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined within 10 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
 Hongkong, July 26th, 1920. [1256]

A. G. DA ROCHA,

IS THE AUCTIONEER.

INTIMATION

WATSON'S

FINEST

OLD BROWN

LIQUEUR

BRANDY

125 YEARS IN WOOD.

A. S. WATSON &

CO., LTD.

WINE AND SPIRIT MERCHANTS.

TELEPHONE 618.

HONGKONG OFFICE: 10A, Des Vaux Rd., C
 LONDON OFFICE: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, July 26th, 1920.

THE AMERICAN MERCHANT MARINE BILL.

In a recent circular issued by the Seattle Chamber of Commerce it is remarked that the passage of the Merchant Marine Bill, which provides for preferential rates on imports and exports carried in American ships "has caused a flurry among owners of foreign shipping."

According to an American digest of the Bill (which was passed during the closing hours of the Congressional session and signed by the President, despite protests from the Department of State that its protection provisions would inevitably bring about differences with other countries) a new Shipping Board of six members is created and this board is directed to dispose of the Government fleet by sale.

From the proceeds of such sales the Board is authorized to set aside \$25,000,000 annually to aid private citizens in the construction of ships in private yards, further to encourage building it is provided that shipowners shall be exempted from income and excess profits taxes for the next 10 years, provided they reinvest annually in ship construction a sum equal to the taxes they would otherwise have to pay.

Entry to American ports is to be denied to foreign vessels which have entered into agreements to control freight and passenger rates. The support of new routes for American ships is left to the discretion of the Shipping Board. To offset subsidies granted by foreign countries it is provided that the railroads of the United States shall not grant an export rate on any shipment unless it is to be carried in a vessel of American registry.

Export rates are ordinarily about 25 per cent lower than the rates on domestic shipment. This regulation may, however, be suspended by the Shipping Board in the event that no ship of American registry is at the port from which the export is to be made, or that no American ship is plying the route over which it is proposed to send the goods.

It is true enough that the Bill has caused a "flurry" among owners of foreign shipping, but it also seems to have caused a "flurry" in certain American circles, and it was doubtless out of regard for American rather than foreign opinion that the provisions of the Bill in regard to preferential rates were suspended for ninety days by the Shipping Board and Inter-State Commerce Commission. Senator Jones, father of the Bill, has written to the Seattle Chamber of Commerce that if the measure works hardship on American ports, the action will be repealed. The Seattle Chamber, which is doing its utmost to develop the shipping connections of the port, evidently regards the Jones Bill as a great blow to all its efforts and expectations. Figures compiled by the Transportation Bureau of the Chamber show the predominating tonnage of foreign shipping in the trade of the port with the Orient. It is obvious that in the case of a port like Seattle the Jones Bill would simply serve to divert trade from Seattle to Victoria and Vancouver, and thus ruin the port's chances of development. The figures compiled by the Seattle Chamber of Commerce show that of the net registered tonnage of ships clearing from Seattle for the Orient during 1919, 79 per cent. was foreign shipping, and of the tonnage arriving there from the Orient in the first quarter of 1920, 71 per cent. was foreign shipping. However, for the same period the tonnage clearing for the Orient was 83 per cent. American. No wonder, when the effect of Clause 30 of the Shipping Bill was being discussed the question was raised whether or not there was sufficient

American tonnage to handle shipping from this point (Seattle) in the event foreign carriers shifted their terminals to Vancouver or to Gulf or Atlantic ports where they do not have to compete against the rail preferential rate accorded to shipmen in American bottoms. The foreign objection to the Bill has been more strongly expressed in Japan, perhaps, than in any other country—or, at least residents in this part of the world have so far heard more of the Japanese protests than of the protests of any other country.

Japanese shipping men view the Bill as being in conflict with the spirit, if not the letter, of the Japanese-American Treaty of Commerce, and in pressing the Government to file a strong protest they wish it to be pointed out that in Japan there are no such discriminatory institutions as those proposed in America regarding preferential Customs duties and railway rates. But on the question of reserving the American coast trade (including the Philippines in the coasting trade area), the Japanese shipping men cannot well protest so long as Japanese legislation excludes foreign shipping from the coasting trade of Japan. This illiberal policy was deliberately adopted by Japan some ten or twelve years ago, and she is, therefore, the just country in the world entitled to protest when another country follows her example. Since America began to contemplate reserving her coasting trade to American shipping it has naturally seemed to the Japanese a measure of retaliation, and there has consequently been a growing demand for the repeal of the Japanese coasting trade law. A Bill with this object was actually drafted some months ago. It is now recognized that what is necessary for Japanese shipping in these days is to promote operations abroad, and that Japanese shipping interests must be prepared, if necessary, to sacrifice the exclusive advantages of the coasting trade, if thereby they can ensure free scope for their shipping trade with foreign countries. Whether the new American law will succeed in achieving the general object at which it aims is a question which time alone can answer; but there can be no doubt that the new law, if it is ever fully enforced, will create in foreign countries a spirit of hostility towards American shipping which might be expected to counteract all the benefits likely to be derived from the coasting trade monopoly.

Eight deaths from influenza occurred in the Colony last week.

The closing rate of the dollar, on demand, yesterday was 2s. 11½d.

The naval medal has been awarded to A. J. Mosser of the *Titanica*.

Eng. Cdr. G. W. Mathew has been appointed to the *Tamar* for stores and destroyers as from June 18th.

The *s.s. Empress of Asia* this voyage will not call at Kobe. The reason for omitting that is due to cholera infection.

A dividend of 5 per cent. for the half year ended June 30th, has been declared by the Shanghai Land Investment Co.

The Hongkong Tramway Co., Ltd., announces an interim dividend of ninepence a share on account of the year 1920.

In attempting to alight from a train-ear while in motion, a Chinese youth fell down and received several bruises all over his body.

Br. Col. H. O. Parr, C.M.G., Indian Army, who has been promoted to the substantive rank of Colonel, saw field service in China.

Residents of Canton are stated to be suffering no end of inconvenience because of the irregular water supply. Numerous complaints are being made to the Water Supply Company.

Three cases of enteric fever and one case (one death) of plague were reported in the Colony during last week. Three cases (one death) of enteric fever were reported on Sunday and Monday.

Dr. Willoughby, advisor to the Chinese Government, in a speech at Shanghai last week, declared himself strongly in favour of more power being vested in the President of the Republic than is at present the case.

About 115 Germans will be repatriated from Shanghai by the *s.s. One Mars* within the next few days, says the *Y.C. Daily News* of July 21st. The *One Mars* has been chartered by the German Government.

A Chinese boy, employed on the *Liang Chao*, was shot in the leg by another servant. The assailant then jumped overboard and is believed to have been drowned. The injured youth is in hospital.

Subject to the approval of the Secretary of State for the Colonies, His Honour the Commissioner of Weihaiwei has been pleased to appoint Mr. Hardy Jowett to be Junior District Officer and Magistrate in the territory.

For being in unlawful possession of fifteen bags of opium, a Chinese was fined at the Magistracy, yesterday, \$750, with the alternative of three months' hard labour. He said he intended using the drug for medicinal purposes.

We are asked to mention that tickets 139, 163, and 24 won the lucky diamond ring, the gold Albert and the lady's gold bracelet, respectively. Drafts for \$20 each will be sent to Warden J. Wood's widow and St. Dunstan's being part proceeds of the traffic.

A Chinese, who is believed to be insane, attempted to commit suicide by jumping from the roof of a building, in Connaught Road Central, on to the courtyard. He received a very serious injury to his head and was removed to hospital in an unconscious condition.

Beginning with the sailing of the N.Y.K. *s.s. Katori Maru*, which was scheduled to sail from Yokohama for Hongkong on July 23, special trains will run from Tokyo Station direct to the pier at Yokohama to connect with departing steamers of the N.Y.K. and T.K.K. lines.

The French Consul has settled the case of the Annamite woman, who was accused of theft by her mistress, Mlle. Bernadette, and, when acquitted, was subsequently charged with disorderly conduct. She is to be sent back to Peking, her wages, passage, etc., to be paid by her mistress.

The aeroplane flights in Macao, on Sunday, were well patronised. Mrs. A. J. Paterson and Mrs. N. Battage, of Hongkong were the first ladies to make a flight. Mr. L. Young, Mr. Battage, and Mr. J. Fisher also made a trip and all appeared to thoroughly enjoy the sensation.

The death took place at the Nagasaki Hotel, recently of Mr. F. R. Borioni, Chief Examiner of the Chinese Maritime Customs at Ningpo. Mr. Borioni was an Italian subject and had arrived in Japan about ten days previously on a health trip. His widow, a Japanese lady, and a young daughter accompanied him. A married son lives at Hankow.

The ashes have just been interred in Ashford Churchyard, Derbyshire, of the body of Mr. Harold Cotnam Brushfield, who died in Switzerland three years ago and was cremated there. Owing to the war it was impossible to remove the ashes before. A few years ago the ashes of his wife were brought from Shanghai for interment at Ashford, says a home paper. Mr. Brushfield was a lawyer in Shanghai some years ago and was previously in Kobe, Japan.

Professor E. Danenberg, the well-known teacher of music, has forwarded to us a copy of the booklet which he is issuing to his friends as a souvenir of his musical activities for the past 25 years. Past pupils of Mr. Danenberg, who have numbered over 300 in the past ten years, will take pride in the souvenir, for it contains many interesting references to them. One article in it, "The Home Problems of Music" is worth the careful study of all those interested in music. The "Advice to young musicians" by Robert Schumann contains many wise saws which every teacher of music tries to instil into his pupils.

"Cannot some public protest be made," writes a "Peak resident" against the exorbitant torture which the Military authorities have just inflicted on residents there by bugle band practices morning and afternoon? We should think that the Peak Hospital authorities at least would protest very vigorously against such a disturbance of the peace of the neighbourhood. It shows an absolute want of consideration by whoever is responsible for holding these practices at Mt. Austin Barracks, at hours when they cause the maximum amount of annoyance. If these practices must take place at the Peak, why not hold them near the rifle range at High West?

CABLES.

LATEST CABLES.

[THROUGH BUREAU'S AGENCY.]

AUSTRALIA ANGRY.

MR. HUGHES DENOUNCES AROH-BISHOP MANNIX.

Melbourne, July 28th.

Mr. Hughes, speaking at Bendigo, vigorously denounced Archbishop Mannix's utterances in America, and said, "I want to tell the American people that Australia repudiates him"—(loud cheers)—"Australians look to America for the continuance of cordial relations. We intend to remain a part of the British Empire. We want to trade with America whose destiny coincides with ours on the Pacific. It is intended to appoint a High Commissioner in America who will be able to speak authoritatively when a man like Mannix makes utterances repugnant to Australia."

AMERICAN RAILWAYS.

MEN STILL DISSATISFIED.

Chicago, July 28th.

The Railway Union have decided to bring their case before the Labour Board again.

TO FIGHT CARPENTIER.

MR. COCHRAN'S OFFER TO DEMPSEY.

New York, July 28th.

Mr. Cochran has offered Dempsey \$50,000 to fight, Carpentier in London at the end of the year.

EARLIER CABLES.

THE IRISH TURMOIL.

POLICE SERGEANT SHOT DEAD.

London, July 28th.

A police sergeant was shot dead on entering a church at Bandon, Cork, this morning.

Two more people have succumbed to injuries in Belfast, making a total of seventeen.

Ballymore coast-guard station near Borehaven, was raided. Two coast-guard men are reported to have been killed.

UNIONISTS TO ASSIST THE AUTHORITIES.

London, July 28th.

The Unionists' Club in Belfast have decided to appoint patrols to assist the authorities to protect life and property in the affected areas.

Extensive rioting started in the Ballymacarrett district late to-night. The mob attacked a Catholic Church. The troops, after warning, fired repeated volleys, and there were numerous casualties.

A QUIET NIGHT AT BELFAST.

Belfast, July 28th.

Apart from a few skirmishes, the night was quiet. There were no further admissions into hospital.

Seventeen arrests have been made in connection with looting.

FIFTEEN DEATHS AT BELFAST.

Belfast, July 28th.

The deaths now number fifteen. Apart from isolated looting, there was no recurrence of the disturbance. The police and the military are maintaining firm control.

AERIAL DERBY.

COVERING COURSE ROUND OUTER LONDON.

London, July 28th.

The fifth aerial Derby came off this afternoon, the course being two circuits of Outer London, a distance of 205 miles. The weather was fine but gusty, with a north wind blowing. The visibility was good.

Flying a Martinsyde "Semi-quaver," Mr. Courtney won the race, covering the course in 1 hour, 18 minutes 12.1 seconds, at an average speed of 153.1 miles per hour. In landing, the "Semi-quaver" turned a complete somersault, and dropped on the ground on its back. Courtney crawled out unhurt amidst terrific cheering. The handicap resulted in Captain Hamnerley, on an Avro "Baby," being first, Mr. Bert Hinkler on an Avro "Baby" second, and Mr. Courtney third.

GREEK CAMPAIGN IN TURKEY.

OCCUPATION OF ADRIANOPLE.

Athens, July 28th.

The newspapers announce that the Greeks have occupied Adrianople. The Turkish Military Governor, Jafar Tatar, has retreated to Kirk Kilise. King Alexander will immediately enter Adrianople, which is not damaged.

POLAND AND SOVIET RUSSIA.

PEACE CONFERENCE SUGGESTION ACCEPTED.

London, July 28th.

The Soviet has notified Britain of its acceptance of the suggestion to hold a Peace Conference in London, but, firstly, insists on the surrender of General Wrangel, whose safety must be guaranteed.

The Soviet protests against the British action in interrupting the discussion of trade resumption owing, presumably, to the refusal of the naval commander at Rostov to convey the Soviet Delegation to England. Bolshevik action is ascribed to the moderating influence of M. Lenin and M. Tchitcherin.

ALLEGED POLISH ATROCITIES.

London, July 28th.

A Russian Note has been issued complaining of Polish atrocities, which "must be punished." The Note indicates the line of Bolshevik negotiations with Poland.

CORRESPONDENCE WITH SOVIET PUBLISHED.

London, July 28th.

The British Government publishes to-night the full text of the correspondence with the Soviet Government, ending in the receipt of the Bolshevik reply consenting to peace negotiations with Poland.

POLAND AN ECONOMIC BRIDGE.

Bentley, July 28th.

Herr Kopp, the Soviet Representative in Berlin, declared that the Russians would in no circumstances invade Germany.

Russia did not desire to impose the Soviet system on Poland, which must form an economic bridge between Germany and Russia.

A PLACE FOR THE NEGOTIATIONS.

London, July 28th.

A Bolshevik wireless message says that Poland's request for peace negotiations has been accepted. The Soviet commanders have been ordered to arrange a place for the negotiations.

WITHDRAWAL OF THE RED ARMY.

Paris, July 28th.

A wireless message from Moscow reports the withdrawal of the Red Army on instructions from the Soviet Command.

A POLISH COMMUNIQUE.

Warsaw, July 28th.

An official communiqué reports that after a desperate struggle, the Poles occupied the Grodno forts. The enemy evacuated the town.

An enemy attempt to force the passage of the Niemen near Dubno was driven back.

Operations south of Pripiet are developing favourably.

DISASTROUS FIRE IN VENICE.

DAMAGE ESTIMATED AT SEVERAL MILLION LIRE.

Venice, July 28th.

A disastrous fire at the Arsenal was followed by explosions. Several million lire of damage was done.

MORE TERRITORY FOR BELGIUM.

RESULT OF A PLEBISCITE.

Brussels, July 28th.

As a result of the plebiscite under the Treaty of Versailles, only 270, including 201 German officials, voted against the annexation of the Eupen and Malmedy districts by Belgium. The voters numbered 35,725.

FIGHTING IN SYRIA.

FRENCH TROOPS ENTER DAMASCUS.

London, July 28th.

The French have entered Damascus, in consequence of the attack by Emir Feisal's troops on the small garrison holding the pass.

In the course of his flight the enemy abandoned nine guns, 25 machine guns and considerable war equipment. Emir Feisal's Minister for War was killed. The French losses were slight.

THE PRINCE OF WALES.

COMMENCES TOUR OF QUEENSLAND.

Sydney, July 28th.

H.M.S. *Revenant*, with the Prince of Wales aboard, arrived here to-day. The Prince is now starting on his Queensland tour.

BRITAIN AND AUSTRIA.

RESUMPTION OF FULL DIPLOMATIC RELATIONS.

Vienna, July 28th.

Full diplomatic relations between Britain and Austria were formally resumed to-day when the Hon. Francis Lindley presented his credentials as British Minister.

THE CRISIS IN PEKING.

ANFU DOWNFALL COMPLETE.

MINISTERS SEEK REFUGE IN ITALIAN LEGATION.

[FROM OUR OWN CORRESPONDENT.]

PEKING, July 27th.

The Anfu downfall is now complete. The Chihli Fengtien troops surrounded the city. The dispersed soldiery having been collected has been absorbed into the existing forces.

General Wu Ping-hsing, Chief of the Police, has been summarily dismissed.

A Presidential mandate restores the rank and honours of Tiao Kuan and Wu Pei-fu.

Three Anfu Ministers have taken shelter in the Italian Legation. Order is being maintained in the city. There was only a little looting outside by starving soldiers. There is already evidence that the victors will not be extremely vindictive towards their enemies, except in the case of half a dozen leaders.

DRAMATIC EVENTS OF THE COUP D'ETAT.

STAGGERING BLOW TO THE ANFUTERS.

PEKING, July 10th.

The dramatic events of the week recall those of 1917 when Chang Hsun, against the wishes of the Imperial Family, replaced the Little Emperor upon the Dragon Throne and kept him there for twelve days. That also was in July. Tiao Chih-jui was the outstanding figure of that occasion as he is of the present. It was he who organised the expedition against Chang Hsun and "saved the republic." He is still determined to "save the republic" and retain his own power, not so much for personal gain or benefit as in the interests of his followers.

On Sunday night the President issued a mandate under the sanction of General Chang Tso-lin dismissing General Hsu Shu-chang from his post of commander of the North-West Frontier Defence Force and relieving him of the position of Resident Commissioner for Mongolia. Moreover, the divisions under his control were placed under the authority of the Ministry of War. This was a staggering blow to Tiao Chih-jui and the Anfu Party. But more was to follow. In the proposed new Cabinet they were denied even a single portfolio. Then it was realised that the Anfu had to fight for its existence, and fight it did. Tiao Chih-jui, feeling that the pressure from Wu Pei-fu's reforming zeal was becoming uncomfortable, decided to resist, and accordingly gave orders for the movement of two divisions of the Frontier Defence Force to oppose the slow advance of Wu Pei-fu's troops along the Peking-Hankow Railway. Chang Tso-lin endeavoured to dissuade the Marshal from forcing hostilities, and for a time it seemed as if he would succeed, but then Tiao came out with a demand that as Hsu Shu-chang had been punished for interfering in politics so should Wu Pei-fu. This meant war to the knife, and General Chang Tso-lin thought it time to get out of Peking while the getting was good, and so he left the city after midnight on Thursday in a special train, thus eliminating himself from the political situation in Peking and enabling Tiao Chih-jui to recover the prestige of the Anfu party, as was demonstrated later by the President being practically forced to issue a mandate degrading Wu Pei-fu and stripping Tiao Kuan of his military offices. Of course, these two generals have ignored the mandate and are proceeding with their military dispositions against Tiao Chih-jui. Little Hsu has been appointed chief of staff of the expedition directed to the arrest of the progress of Tiao Kuan and Wu Pei-fu along the Peking-Hankow line, the units of the Frontier Defence Force being transformed by Tiao Chih-jui into the army of pacification. The outposts of the two armies are within twenty-five miles of each other, but it is not expected that anything other than a policy of watchful waiting will be attempted for some time.

In the beginning of the week it was asserted that Marshal Tiao Chih-jui could not move his troops to advantage because he had insufficient arms and insufficient money, but if he were enabled to dispatch troops it would only be because of indirect Japanese supplies in both respects. The arms and munitions, however, came from Italian sources and are evidently part of a contract into which Chang Ching-yao, the discredited Tsuchun of Hunan, entered with an Italian firm some time ago. The Japanese Legation deny that any money came from Japanese sources into the possession of the Anfu party, but against this the Chinese relate with circumstantiality that Lu Chung-ya got money from the Sino-

Japanese Exchange Bank and that the Ministry of Communications was "squeezed" for every available cent.

Undoubtedly the Japanese are in a very delicate position at this juncture. The Frontier Defence Force, formerly the War Participation Army designed and created

in the anticipation that China would take an active part in the Great War, has been maintained by funds advanced by Japan. It has had and still has Japanese instructors. What they will do is a matter of great interest. The Japanese Legation states that they will not be permitted to assist in any fighting, which of course is quite proper, but on the other hand Chinese emphatically assert that Japanese are advising and aiding this particular force.

Again, there is much talk about the new aeroplanes from England in the possession of the Ministry of Communications and what they could do in the hands of foreign aviators. The British authorities, however, have made it clear that none of their nationals will be permitted to be associated with any operations of a military nature.

During all this time the panic in Peking has been extending. The foreign hotels and foreign hospitals in the Legation Quarter are filled with Chinese who can afford to pay high prices for accommodation. The foreign banks are busy with Chinese rushing to deposit valuables in their safe keeping. The trains to Tientsin are overtaxed with the hundreds fleeing to that port. Just now the trains are more than doubled in length, which means that they extend beyond the length of the platform, and wild scenes are witnessed daily as strong men, delicate small-footed women, and children of tender years struggle to get on board. Others who are compelled to remain in the city are canvassing foreign friends for the shelter of their houses and flag in the event of trouble. The great and overpowering fear is that in the event of Tiao's troops suffering a defeat they will disperse and flee into the city and begin looting, and it must be admitted that the fear is well grounded. Peking has suffered in this way more than once since the inauguration of the republic.

The situation is still very uncertain because it is not known what attitude General Chang Tso-lin will adopt. It is feared that he may be forced into neutrality. And for this reason, the Japanese are evacuating Transbaikalia, and it is expected that the Bolsheviks in Siberia will attack Semenov and his Cossacks who will be compelled to take refuge in Chinese territory.

In such circumstances General Chang Tso-lin will have to take care of Semenov and also prevent the Bolsheviks following him into Manchuria. As the Japanese express the hope that Chang Tso-lin will not dispatch any troops from Manchuria towards Peking, it is tolerably certain that they will take steps to have their wishes respected. In this manner will Wu Pei-fu be deprived of assistance from the North. It remains to be seen whether the Yangtze tuchun will come to his support or declare themselves neutral.

Meanwhile the President is practically a prisoner in his Palace. Tiao Chih-jui's troops dominate the city and enforce his will. But a further extraordinary aspect has developed by the declared intention of Chang Kwei-ti, the Tsuchun of Jehol, who is a supporter of Tiao but is also an old friend of Hsu Shih-chang, to send 10,000 troops to Peking to guard President Hsu.

[The aspect of the situation has changed since this letter was written.—Ed.]

JAMAICA'S POLITICAL DESIRES.

The Jamaica Legislature has resolved to appoint a committee to consider the present constitution of the Colony with a view to bringing about closer association between the executive and elected members in regard to administration.

A draft address has been submitted for the approval of the Council for presentation to the King praying for an amendment to the Constitution in conformity with the intellectual status of the inhabitants and the importance of the Colony, and for the appointment of a Royal Commission to inquire into financial, industrial, and other conditions in the island, and to recommend remedies. A deputation consisting of three of the people's representatives will present the address to Lord Milner. During the discussion emphasis was laid upon the need for representative government.

Capt. W. Tomkinson, O.B., M.V.O., has been appointed to the command of the *Flora*, and as Chief Staff Officer to Rear-Admiral Sir Roger Keyes. As a lieutenant in the *Fame*, Capt. Tomkinson took part in the China campaign of 1900, including the capture of the Taku forts and the fighting which subsequently occurred on the Peking river. By a happy coincidence the Senior Officer of the *Fame* was Sir Roger Keyes.

The Japanese authorities have announced that the total claims for indemnity against the German Government registered by Japanese at the *Koncho* amount to ¥1,104,145. In addition there is a claim of ¥7,000,000 filed by the Yokohama Specie Bank. The majority of the claimants are survivors from the four N.Y.K. liners sunk by German submarines.

OUR LONDON LETTER.

THE WAR MUSEUM AT CRYSTAL PALACE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 18th.

A hope is generally expressed that the opening of the War Museum at the Crystal Palace will serve to revive the former glories of this mammoth building of glass. It has been restored and repainted, and now houses the most magnificent collection of war relics ever brought together in this or any land. The opening ceremony, performed by the King and Queen, has given the exhibition a very good start. The only question remaining is whether the general public will respond.

As a rule people are not keen now about war relics, chiefly because they call up feelings of deep and poignant pain and sorrow. They are reminders of great heroism, it is true, and for our race the world over they are the symbols of overwhelming victory and irresistible material power. But they also tell of countless gallant men who are dead; there are few homes on which a shadow has not fallen, and for many, indeed, the light has gone for ever out of life. Something of this feeling has made many English towns refuse the War Office offer of captured German gun or other war material; and only the other day ex-soldiers at Edmonton seized a trophy that was presented as a memorial for the public park and threw it into a pond. And this is by no means an isolated instance.

All the same, while there is no love for relics, the War Museum is a wonderful record and storehouse of information about the Great War. It contains every device that was used in the appalling business of human slaughter. Not the least remarkable feature is the collection of pictures of warfare, and there is no doubt that these will prove of priceless value to the historians of the future.

CHINESE FOR CHINESE.

Mr. Le Cheng, the Consul-General in London, assisted by other prominent Chinese, has just inaugurated a most interesting experiment at the Diagonal school of the London County Council. This is a school for teaching the Chinese language to the young folk of China-town comprised in the district round Fennyfields and Limehouse Causeway. All the teachers are Chinese graduates and under-graduates, assisted by an English lady who has spent years on your side and knows the language well. In addition to the children the pupils consist of Chinese seamen, most of whom hail from the southern provinces and can neither speak nor write the standard Mandarin dialect. Instruction in this is to be given.

One very curious thing about the school may be noted. While the children are to be instructed in Chinese, the men are to be taught English. The former, although of Chinese parentage on both sides, have in the majority of cases been born in London, and they are blissfully ignorant of any language except the Cockney dialect of the East End. If and when they return to China, none would be able to speak his own tongue, and hence the need of the school. On the other hand, the adults have no English. They belong to the large class who arrive here, settle down to employment on shore, but are cut off from nearly all healthy forms of recreation, and are also of less value as workmen in or about the docks.

I understand that when the idea of a school was first mooted some doubt was expressed whether it would attract a sufficient number of Chinese to justify its existence. But as a result of a few posters in the district naming a day and hour for the enrolment of pupils, over 50 men and about 40 children presented themselves. The classes are free; and a fund started to cover expenses is being so well supported by shopkeepers and others in China-town that the question of ways and means presents no difficulty.

THE CHANCELLOR'S ALLEGED FAILURE.

Mr. Chamberlain has had to drop his proposed War Levy on capital, which was found to be impracticable, but he says the Excess Profits Duty must stand. Whether he will be able to carry it in full remains to be seen, having regard to the fierce opposition of business men in every part of the country.

Undoubtedly, the "E.P.D." is a tremendous handicap upon trade, more especially at the moment when the utmost efforts are necessary to set things going in all directions. From every man or firm making profit over the average of a few years ago the Government grabs 50 per cent. of the total. It is argued with force and conviction that this means in effect a robbery of the proceeds of business people's enterprise and efforts. But it also means something more than that. Larger capital than formerly sufficed is now needed to finance business, owing partly to the decreased value of the pound sterling, coupled with a rise in the price of raw materials and higher wages; but instead of being able to employ present profits to the last penny to carry on and develop his undertaking, the small man in business, equally with the great corporation, must hand the cash to the tax collector.

Is it strange that Mr. Chamberlain's policy is denounced? I am unable to discover any financial authority who is willing to say a good word for it, though there is a "cloud of witnesses" that the continuance of the impost is a serious and insupportable

MEANT AS A WAR MEASURE.

Mr. McKenna, Chancellor of the Exchequer in 1915, and now chairman of the London Joint City and Midland Bank, told the National Union of Manufacturers this week that as a nation we are gravely over-taxed. In his opinion the Excess Profits Duty ought to be repealed. "As the author of that impost," he said, "I can claim to know as much about it as anyone else, and I can assure you that in framing the tax I had no conception of its continuance beyond the period of the war."

Mr. Chamberlain is accused of bleeding the taxpayer while in order that he can reduce the National Debt this year by a couple of millions, and at the same time find the money necessary for the public services and for interest on our gigantic loans.

The anxiety about the National Debt comes in for special attention at the hands of the critics. For example, Lord Leverhulme, head of the world-famous firm of Lever Brothers, whose name carries weight, suggests an obvious alternative method. Free our capital, he urges, look upon debt as a mortgage, allow trade and industry to develop to their fullest extent, and let unborn generations, liberated by the blood of the present, pay their share towards the price of the world's freedom.

PUBLIC EXPENDITURE.

One thing which gives special force to the attacks on Government finance is the failure of the Government to cut down expenditure. Economy is one of the supreme needs of the country; but although it is preached on the platform and in the Press, and despite the fact that Ministers pay lip-service, nothing is done. As the *Daily Mail* said a few days ago, "Nearly every Minister has his pet adventure or wasteful hobby," and the paper with patronising contemptuousness rallies the Chancellor on being unable to protect the public purse, and describes him as "an amiable and even industrious tax collector."

There is no secret of the fact that within the last nine months Mr. Chamberlain has addressed three letters on "economy" to the Departments. The effect, however, is not noticeable. The latest suggestion presented to him by his tireless critics is that he should insist on the Departments being rationed in regard to expenditure. I find that this idea is being taken up by Members of Parliament. The proposal is to allow each Department so much money and not a penny more, and leave them to eat their cost accordingly.

TINKERING WITH THE GUARDS.

"Churchill's Scarlet Fever," as it is called, has so far resulted in nothing more extravagant to the patient taxpayer than the re-clothing of the Guards in the pre-war sartorial glories of gold lace, bearskins, and scarlet tunics. The more ambitious proposal to reclothe the whole Army to the tune of millions has been deferred, and the furnishing of the Guards only succeeded in running the gauntlet of Parliamentary criticism, because the War Minister assured the House that cloth to the value of some £20,000 was in stock. It would, he said, be a pity to waste it. No spokesman of the Government appeared to see anything extraordinary in this tailoring craze, although these same eminent persons proposed to wipe out the Welsh and Irish Guards' Regiments out of existence on the name of economy. However, public protest was too strong for the innovators, and they wisely decided to leave well alone. The plan was hurriedly abandoned.

But there still remains a feeling of irritation and genuine distress, because it is evident that in spite of so many vitally important issues at home and abroad which call for close attention time is found in high places for "tinkering" with the uniforms of the Guards. Besides, what does the profession of sincerity for economy come to?

LEYLAND HODGSON REVUE CO.

"THE SPA GIRL."

The Leyland Hodgson Revue Co. presented a very entertaining revue "The Spa Girl," last night, at the Theatre Royal. Like all compositions of its class "The Spa Girl" is intended primarily to please. There are some very tuneful numbers and pretty dances, interspersed with amusing situations. The pieces deserved a larger audience, for, contrary to expectations, "The Spa Girl" proved to be something more than a mere medley of mild and homely frolic. Mr. Percy Ravenhill as Col. Crusman, Miss Helen Stutte as Molly, his daughter, Mr. Leyland Hodgson as Charlie, Molly's lover, Miss Florence Harrington as Miss Scroggins, Mr. Cyril Dane as the Fortune Teller, Mr. Jack Livesey as the sailor, Miss Kitty Desmond as the maid and Mr. Jack Gordon as Percival Potter all worked conscientiously, in spite of the very small audience, to create a favourable impression and succeeded in doing so. The Spanish Carnival scene was particularly good.

It was probably the weather which was to blame for the small audience. In any case it was enough to dishearten even old staggers. Under the circumstances, it reflected great credit upon all the members of the company to have taken their parts with such verve as they did. Miss Florence Harrington deserves special mention for her clever acting as Miss Scroggins. Those who did not see her last night really lost much of the tonic of hearty, healthy laughter.

To-night the company present "Have a Nibble."

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SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (calling Manila) ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (calling Manila) ... Monday, 16th Aug., at 11 a.m.
FUSHIMA MARU ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU (calling Manila) ... Thursday, 30th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

IYO MARU ... Thursday, 29th July, at Noon.
ATSUTA MARU ... Tuesday, 10th Aug., at Noon.
SHIDZUOKA MARU ... Friday, 29th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KANAGAWA MARU ... Friday, 20th August

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 18th Aug., at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU ... Thursday, 23rd August.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban & Cape Town.

PENANG MARU ... Monday, 9th August.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Wednesday, 23rd July.

PENANG MARU ... Monday, 26th Aug.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 31st Aug., at 11 a.m.

NIKRO MARU ... Saturday, 18th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Friday, 30th July, at 11 a.m.

SHINGO MARU ... Saturday, 31st July.

NAGATO MARU ... Monday, 9th August.

For further information apply to— **NIPPON YUSEN KAISHA**

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U.S. SHIPPING AND GERMAN TRADE ROUTES.

AGREEMENT FOR TWENTY YEARS.

The Times' New York correspondent wrote on June 6th:—

A shipping deal, by which an American-owned company will take over the business of the Hamburg-America Line for 20 years, is announced through the conclusion of the interests of Messrs. W. A. Harriman & Co. and the American Ship and Commerce Corporation.

Under the terms of the agreement the Harriman Company will supply sufficient tonnage flying the American flag promptly to reopen many trade routes of the Hamburg-America Line.

For about a year the American Ship and Commerce Corporation, of which General George W. Goethals, the Panama Canal builder, is president, through a subsidiary has maintained cargo service between New York and Hamburg, using the Hamburg-America Company as agents in Hamburg. In addition, it has established a cargo service between Hamburg and the River Plate.

In the deal the Harriman Company acquires a large block of stock of the Ship and Commerce Corporation. Mr. Goethals retires from the presidency, and is succeeded by Mr. W. A. Harriman. It is announced that \$2,400,000 is available for the purchase or construction of ships, and that there is no German interest, direct or indirect, in the vessels owned and worked by the new company.

MISSING CANADIAN MILLIONAIRE.

HANDSOME REWARDS OFFERED.

Toronto, June 9th.
The search for Mr. Ambrose J. Small, the millionaire theatre-owner of Toronto, who disappeared last September, is being vigorously prosecuted, and active efforts are also being made to discover the whereabouts of John Doughty, for many years Mr. Small's secretary, who is also missing. The solicitors for Mr. Small and the Capital Trust Corporation, which is officially acting for the Small estate, are asking for authority to bring Doughty before the Courts in Toronto. Mrs. Small is now offering a reward of \$50,000 for her husband if found alive, and \$15,000 for any information as to his whereabouts if dead. A reward of \$20,000 is also offered for information concerning the whereabouts of Doughty. It is stated at the boarding-house where Doughty lived at Montreal that on December 20th he left hurriedly, explaining that he was going to Toronto on the business of the company by which he was employed, but he never returned. Doughty's sisters, with whom he lived when in Toronto, where all his personal belongings still are, express the belief that their brother is alive, and will appear finally to give an account of his movements. Doughty took up his residence in Montreal after Small had sold his interest in the various theatres to the Trans-Canada Theatre, Limited. [Times.]

BOLIVIA'S PACIFIC OUTLET.

NEW AGREEMENT WITH CHILE.

SANTIAGO, June 7th.
The Chilean Minister to Bolivia has signed the agreement between Chile and Bolivia, whose object is to cement political unity. The Minister declared that he would co-operate in every way possible in assisting Bolivia to obtain a port on the Pacific.

It is learnt that Peru has approached the United States with the object of bringing pressure on Chile in regard to a definite settlement of the question of the provinces of Tacna and Arica, and that the United States Government has replied that it has no intention of intervening in the matter. Chile has made it known in a friendly manner that she will never accept the intervention of a foreign Power.

Tacna and Arica passed from Peru to Chile after the war of 1879, in which Bolivia was the ally of Peru. In the case of Arica, a plebiscite was to be held after some years to decide whether the province should remain under the Chilean flag or be returned to Peru. Peru and Chile have still not reached an agreement concerning the holding of this plebiscite, and meanwhile Chile retains Arica.

In November last year it was reported that Chile had given Bolivia an outlet to the Pacific by ceding a strip of land in Arica. Nothing definite came of this, but in February the Bolivian Chamber approved a policy having for its object the incorporation of Arica in Bolivian territory, and the Peruvian Government protested, its attitude being that Chile cannot dispose of the province so long as the plebiscite has not been held. [The Times.]

PARACHUTE DESCENT OF 19,800 FEET.

A parachute leap said to be a "world's record" was made by Lieutenant John Wilson, of the Air Service, at San Antonio, Texas, on June 6th. He jumped from an aeroplane when it was at an altitude of 19,800 feet. He came to earth like a "man from Mars" after drifting more than 10 miles.

The jump was made backwards from the cockpit of the aeroplane. A strong wind first caught the parachute and sent him sailing along in the direction of the Pacific coast for nearly five miles, when an opposite current sent him back in the direction of the Florida coast. Lieutenant Wilson's head was in a whirl as the wind pulled him first one way and then another and in the last stages of the descent he narrowly escaped striking a church steeple. The "previous" record—parachute jump from an aeroplane was 14,000 feet, made by a French airman.

THEATRE ROYAL.

LAST THREE NIGHTS.

TO-NIGHT

TO-NIGHT

WEDNESDAY, JULY 28th.

THE LEYLAND HODGSON REVUE CO.

IN

"HAVE A NIBBLE"

THURSDAY, JULY 29th.

"ROSEBUDS"

FRIDAY, JULY 30th.

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"PERSIANA"

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HAIPHONG via HOIHOW ... "TAKSANG" ... Wed., 28th July, 8 a.m.
STRAITS & CALCUTTA ... "CHAKSANG" ... Wed., 28th July, 8 p.m.
NOTI & KOBE ... "LAISANG" ... Wed., 28th July, 8 p.m.
SHANGHAI via SWATOW ... "HANGSANG" ... Fri., 30th July, 8 p.m.
MANILA ... "YUEHSANG" ... Fri., 30th July, 3 p.m.
SHANGHAI ... "TUNGSHING" ... Sat., 31st July, 8 p.m.
SWATOW via SWATOW ... "CHIFSHING" ... Sun., 1st Aug., 8 a.m.
HAIPHONG via HOIHOW ... "LOKSANG" ... Sun., 1st Aug., 8 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month, between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Datta.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

CALCUTTA LINE.**S.S. "CHAKSANG"**

will be despatched on or about July 28th, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENSANDA"	2nd Aug.	GENOA, LONDON & ANTWERP.
"GLENARIFFE"	8th Aug.	GENOA, LONDON & ANTWERP.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENGYLE"	2nd Aug.	GENOA, LONDON & ANTWERP.
M/V. "GLENTARA"	about 13th Aug.	GENOA, LONDON & ANTWERP.
M/V. "GLENSANDY"	22nd Aug.	LONDON & ROTTERDAM.
S.S. "GLENSANDA"	8th Sept.	LONDON & ANTWERP.
M/V. "GLENTARIFE"	middle of September	GENOA, LONDON & ANTWERP.
"CARNAVONSHIRE"	End of Sept.	GENOA, LONDON & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.
The Royal Mail Steam Packet Co.
Owners of "Shire" Line.

Tel. No. 215, 2nd or 2d.

Cable Address

Kawakisa, Kobe.

Bentley's, A.B.O. 5th Ed.

and Scott's Codes.

(Telephone) Hannonby

254, 253.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ————— Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MATSUYAMA.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management —

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,100 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rules and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Hong.

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VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT	APPLY TO	TO BE DESPATCHED
NEW YORK & OF BOSTON via PANAMA	Kekettion	Am.	The Admiral Line Pacific S.S. Co.	...	About 28th inst.
NEW YORK via SUZ	City of Oran	Brit.	The Bank Line Ltd.	...	On 31st inst.
NEW YORK via PANAMA CANAL	Lowther Castle	Brit.	Dodwell & Co., Ltd.	...	About 31st inst.
NEW YORK via SUZ CANAL	Akita Maru	Jap.	Nippon Yusen Kaisha	...	On 28th Aug.
NEW YORK via SUZ CANAL	Celtic Prince	Am.	Shewan, Tomes & Co.	...	Early Oct.
SAN FRANCISCO & SPATILE	Elkton	Am.	The Admiral Line Pacific S.S. Co.	...	About 6th Aug.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Siberia Maru	Jap.	Toyo Kisen Kaisha	...	On 10th Aug.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Tenyo Maru	Jap.	Toyo Kisen Kaisha	...	On 11th Aug.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Venezuela	Am.	Pacific Mail S.S. Co.	...	On 11th Aug.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Waking	Am.	China Mail S.S. Co., Ltd.	...	On 19th Aug.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Nile	Am.	China Mail S.S. Co., Ltd.	...	On 23th Aug.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Eldridge	Am.	The Admiral Line Pacific S.S. Co.	...	About 29th inst.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c	West Ivan	Am.	Frank Waterhouse & Co.	...	About 19th Aug.
SEATTLE & VICTORIA via J. Ports, SHANGHAI, &c	Toyochari Maru	Jap.	Nippon Yusen Kaisha	...	On 16th Aug. at 11 A.M.
PORTLAND	Coast	Brit.	The Admiral Line Pacific S.S. Co.	...	About 29th inst.
VANCOUVER via SHANGHAI & JAPAN, &c	Empress of Asia	Brit.	Canadian Pacific O.S. Ltd.	...	On 29th inst.
VANCOUVER via SHANGHAI & JAPAN, &c	Monteagle	Brit.	Canadian Pacific O.S. Ltd.	...	On 19th Aug.
VICTORIA, SPATILE & VANCOUVER	Idion	Brit.	Butterfield & Swire	...	On 18th Aug.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Osaka Shosen Kaisha	...	On 21st Aug.
MARSHALLS & LONDON via SPAIN, P. & O. &c	Lhore	Jap.	P. & O. B. I. & A. L.	...	About 12th Aug.
MARSHALLS via HAIPHONG, SAIGON, SPAIN &c	Amesone	Fre.	Messageries Maritimes	...	About 17th Aug.
MARSHALLS, MARSEILLE & LIVERPOOL	Rhesus	Fre.	Butterfield & Swire	...	On 2nd Sept.
LIVERPOOL & MARSHALLS via SINGAPORE, CBO &c	Kanagawa Maru	Jap.	Nippon Yusen Kaisha	...	On 20th Aug.
HAVER & LIVERPOOL	Alcinous	Brit.	Butterfield & Swire	...	On 14th Aug.
GENOA, LONDON & ANTWERP	Glengyle	Brit.	Jardine, Matheson & Co., Ltd.	...	On 20th Aug.
GENOA, MARSHALLS, GLASGOW & LIVERPOOL	Bellerophon	Brit.	Butterfield & Swire	...	On 29th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c	Iyo Maru	Jap.	Nippon Yusen Kaisha	...	On 29th inst. at Noon
LONDON, AMSTERDAM & ANTWERP	Laomedon	Brit.	Butterfield & Swire	...	On 29th inst.
LONDON & HAMBURG	Prometheus	Brit.	Butterfield & Swire	...	On 18th Aug.
LONDON, AMSTERDAM & HAMBURG	Proteus	Brit.	Butterfield & Swire	...	On 31st Aug.
LONDON, ANTWERP & ROTTERDAM &c	Kipsa Maru	Jap.	Osaka Shosen Kaisha	...	On 7th Sept.
LONDON	West Campga	Am.	The Bank Line, Ltd.	...	On 10th Sept.
ANTWERP & ROTTERDAM	Toba	Brit.	The Admiral Line Pacific S.S. Co.	...	About 16th Aug.
ROTTERDAM & HAMBURG	Lindsay Moller	Jap.	Butterfield & Swire	...	Beginning of Sept.
MAURITIUS & DELAGOA BAY	Siam Maru	Jap.	Innes & Mather	...	About Middle of Aug.
BOMBAY & COLOMBO	Chaksang	Brit.	Osaka Shosen Kaisha	...	Beginning of Aug.
STRAITS & CALCUTTA	Methuen	Brit.	Jardine, Matheson & Co., Ltd.	...	On 26th inst. at 3 P.M.
SINGAPORE	Pilana	Brit.	Canadian Pacific O. S. Ltd.	...	On 30th inst.
SINGAPORE, PENANG, CBO, BRINDISI, VENICE, &c	Tan Waerwyck	Dut.	Dredwell & Co., Ltd.	...	About 9th Aug.
SINGAPORE, PENANG & SINGAPORE	Tatao Maru	Jap.	Java-China-Japan-Lijn	...	Beginning of Aug.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Torili	Jap.	Nippon Yusen Kaisha	...	On 28th inst.
CALCUTTA via STRAITS & RANGOON	West Montop	Brit.	P. & O. B. I. & A. L.	...	About 30th inst. at L.P.M.
LOS ANGELES, CALIFORNIA, U.S.A.	Victoria	Chi.	Los Angeles Pacific Nav. Co.	...	About 3rd Aug.
AUSTRALIAN PORTS via MANILA	Taiyuan	Brit.	The China & Australia N.V. Co.	...	On 4th Aug.
AUSTRALIAN PORTS	Aki Maru	Jap.	Butterfield & Swire	...	On 8th Aug.
AUSTRALIAN PORTS via SANDAKAN	Eastern	Brit.	Nippon Yusen Kaisha	...	On 18th Aug. at 11 A.M.
SOUTH AMERICAN PORTS via CAPE	Penang Maru	Jap.	P. & O. B. I. & A. L.	...	About 18th Aug.
Buenos Aires, Rio de Janeiro, Santos, &c	Mexico Maru	Jap.	Nippon Yusen Kaisha	...	On 6th Aug.
YACABAS via JAPAN, HONOLULU, SAN FRANCISCO &c	Ayzo Maru	Jap.	Osaka Shosen Kaisha	...	On 13th Aug.
YACABAS	Luzon Maru	Jap.	Toyo Kisen Kaisha	...	On 8th Sept.
YACABAS	Monaco Maru	Jap.	Osaka Shosen Kaisha	...	On 29th inst.
YACABAS	Thibault	Dut.	Dodwell & Co., Ltd.	...	About 2nd Aug.
YOKOHAMA	Linhang	Dut.	Java-China-Japan-Lijn	...	About 11th Aug.
MOJI & KOBE	Tango Maru	Jap.	Jardine, Matheson & Co., Ltd.	...	On 28th inst. at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	Chipping	Brit.	Nippon Yusen Kaisha	...	On 31st Aug. at 11 A.M.
TIENTSIN via SWATOW, WEIHAWEI & CHEFOO	Takada	Brit.	Jardine, Matheson & Co., Ltd.	...	On 28th inst. at D'light
SHANGHAI & KOBE	Tijiliwong	Dut.	P. & O. B. I. & A. L.	...	About 9th inst.
SHANGHAI	Sunning	Brit.	Butterfield & Swire	...	On 29th inst. at Noon.
SHANGHAI via SWATOW	Hsuehgan	Brit.	Jardine, Matheson & Co., Ltd.	...	On 30th inst. at D'light.
SHANGHAI, KOBE & YOKOHAMA	Raga Maru	Jap.	Nippon Yusen Kaisha	...	On 30th inst. at 11 A.M.
SHANGHAI & TIENTSIN	Demu	Brit.	Butterfield & Swire	...	On 31st inst. at 4 P.M.

From July 28th to Aug. 3rd, 1920.

SAVARESSES
SANTAL
CAPSULES

PHYSICIANS RECOMMEND THEM
Of all Chemists. *Made in London.*

[illegible]

HONGKONG to VANCOUVER

via Shanghai, Nipponkai (*Moj)		Kobe & Yokohama	
Shipments		Dm.	
		Hankow	Yacowee
EMPERESS OF ASIA	July 29	Aug. 16	
MONTTEAGLE	Aug. 12	Sept. 5	
EMPERESS OF RUSSIA	Aug. 26	Sept. 13	
EMPERESS OF JAPAN	Sept. 14	Oct. 5	
EMPERESS OF ASIA	Sept. 23	Oct. 11	
EMPERESS OF RUSSIA	Oct. 7	Nov. 4	
MONTTEAGLE	Oct. 24	Nov. 12	
EMPERESS OF JAPAN	Nov. 9	Nov. 30	
EMPERESS OF ASIA	Nov. 18	Dec. 6	
EMPERESS OF RUSSIA	Dec. 16	Jan. 3	

* Omnit Kobe, call at Shimidzu.
 Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing (departed prior to 1st, and as far as possible, on the 15th) and to book their passage on the Atlantic conditions on the Atlantic line is completed as on the 15th. The Atlantic reservations are made by cable or by letter cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all routes remain valid will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
 Telephone 722. Cable address: "CANAPAC"
CANADIAN PACIFIC OCEAN
SERVICES

ABOUT MIDDLE OF AUGUST.

For PASSAGE & FREIGHT APPLY To:—

INNES & MANU,
AGENTS.
15, WYNDHAM STREET.

S.S. "KEKETTICUT"	about 28th July.
S.S. "SAUCON"	about 15th Aug.
S.S. "CAPE MAY"	about 15th Sept.

For freight space and particulars apply to :—

TELEPHONE 2477 & 2473 AGENTS 5TH FLOOR HOTEL MANNING

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" Sailing August 4th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.

FOR NEW YORK
"CELTIC PRINCE" ... via SUEZ CANAL ... Early October.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.

THE BARBER S.S. LINES, INC.
THE ADMIRAL LINE.

Freight Service to Europe

Regular Service to

ANTWERP and ROTTERDAM.

S.S. "WEST CAMPGAW" ... about Aug. 15th
S.S. "EASTERLING" ... about Sept. 15th

For Freight Space and Particulars apply to—

THE ADMIRAL LINE

Telephones.

AGENTS.

5th Floor.

2477 & 2478

Hotel Mansions

1118

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between

**JAPAN PORTS. SHANGHAI. HONGKONG AND
MANILA**

AMSTERDAM ROTTERDAM HAMBURG
AND BREMEN.

ROTTERDAM & HAMBURG S.S. "TOBA" ... Beginning of Sept
AMSTERDAM & HAMBURG S.S. "HAARN" ... September

ROTTERDAM & HAMBURG .. S.S. "**TJIMANOEK**" October.
AMSTERDAM & HAMBURG .. S.S. "**KANGEAN**" Novembe.
 For full particulars please apply to—

JAVA-CHINA-JAPAN LYN
 General Agents
 Tel. No. 1574. York Building.

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA
FLAGOR BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

LONDON ... "KANBAR" ... 10th Sept.
LONDON ... "SWAZI" ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to KINE & CO., CANTON.

THE BANK LINE, LTD.

General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To	Sail
AMOI, SHANGHAI & FUKOW	"SZECHUEN"	On 28th July	4 P.M.
MANILA & KOLAMBUGAN	"FOOCHOW"	On 28th July	4 P.M.
SHANGHAI	"SUNNING"	On 29th July	Noon
SWATOW and SINGAPORE	"LIANGCHOW"	On 29th July	2 P.M.
CEBU	"KANSU"	On 29th July	4 P.M.
SHANGHAI & TRINGTAO	"RUICHAN"	On 30th July	4 P.M.
AMOI, SHANGHAI & FUKOW	"SUIYANG"	On 3rd Aug.	10 A.M.
SWATOW & BANGKOK	"LUCHOW"	On 3rd Aug.	Noon
MANILA, CEBU & ILOILO	"TAMING"	On 3rd Aug.	4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight and Passengers apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days)
"HAILOONG" ... Capt. J. S. Thomson ... THURSDAY, 29th July, at 2 P.M.
"HAIHONG" ... Capt. W. O. Cameron ... TUESDAY, 3rd Aug. at 2 P.M.
"HAIHING" ... Capt. A. E. Stewart ... FRIDAY, 6th Aug. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

"CITY OF OHAN" ... via Suez ... 31st July
"BIRMINGHAM CITY" ... via Suez ... 27th Aug.
"NINGBOH" ... via Suez ... 6th Sept.
"CITY OF DUNKIRK" ... via Suez ... 20th Sept.

calls also at Boston

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or T. E. BANK LINE LTD. HONGKONG
HONGKONG AND CANTON K. E. S. & CO. CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE" (Cargo)	5,300	12th Aug.	Marseilles, London & Antwerp
"KALYAN"	5,000	18th Aug.	Marseilles, London & Antwerp
"BLISSY"	7,400	25th Aug.	Marseilles, London & Antwerp
"KHIVA"	9,000	14th Sept.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA" | 5,800 | 30th July 1 P.M. | Straits, Bangkok & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	18th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"KANOWNA"	7,000	22nd Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	22nd July 7 P.M.	Shanghai & Kobe.
"EASTERN"	4,000	29th July.	Japan direct.
"DUNERA"	5,400	31st July.	Shanghai only.
"JAPAN"	8,100	2nd Aug.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.
Tickets Singapore to Calcutta.
All Cables are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passes Measuring not more than 8 ft. x 2 ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. GORDON & DOVERALL, at 10 A.M.
on MONDAYS and TUESDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognised. No claims
will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
11, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Lines Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"ELDRIDGE" ... About July 29th.
"CITY OF SPOKANE" ... About Aug. 19th.

For PORTLAND direct.

"COAXET" ... About Aug. 12nd.

For SAN FRANCISCO and SEATTLE.

"ELKTON" ... About Aug. 6th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, Hotel Manly.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGER

"NANKING" "CHINA" "NILE"

12,000 tons, 10,000 tons, 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORT, and HONOLULU

"NANKING" ... Aug. 19th. "CHINA" ... Sept. 21st. "NILE" ... 28th Aug.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Prince's Buildings, Lee Hing Street.
Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Aug. 10th. (from Yokohama)
SHIMO MARU	20,000	Aug. 11th.
SHIMO MARU	20,000	Sept. 6th.
PERSIA MARU	8,000	Sept. 17th.
KOREA MARU	20,000	Sept. 30th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA
CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
ANTO MARU	18,500	Sept. 9th.
SEIYO-MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building. Tel. Nos. 2374 & 2376.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SALETS DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 18,000 ... "PAUL LEBON" 18,000 ... "ARMAND BREHIO" 10,000 ...	On or about 3rd Aug. On or about 15th Aug. On or about 4th Sept.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOITI, SUEZ, PORT SAID ...
"AMAZONE" ... 10,000 ... On or about 17th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER

Acting Agent.

Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) ... Tuesday, 7th Sept.
"ATLAS MARU" ... Saturday, 14th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS,

MAURITIUS, DURBAN and CAPE TOWN via

SINGAPORE.

"MEXICO MARU" ... Friday, 13th Aug.
"CHICAGO MARU" ... Thursday, 9th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"SIAM MARU" ... Beginning of Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"UNION MARU" ... Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and
taking cargo to OVERLAND PORTS U.S. in connection with Chicago,
Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 21st Aug.

SAN FRANCISCO & NEW ORLEANS.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

JAPAN PORTS—Mori, Kobe, Yokohama & Yokohama.

"LUZON MARU" ... Thursday, 29th July.

KEELUNG via SWATOW & AMOI—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will
arrive and depart from the O.R.E. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 1st August.

TAKAO via SWATOW & AMOI.

"BOSCHU MARU" ... Thursday, 29th July.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

DEPT. INWARDS	ABOUT	SS. WEST MONTPELIER	ABOUT
SS. WEST MONTPELIER	July 31st.	SS. WEST HIRA	Aug. 3rd.
SS. WEST HIRA	Aug. 22nd.	SS. WEST HIRA	Aug. 25th.
SS. VINITA	Sept. 12th.	SS. VINITA	Sept. 15th.
SS. WEST HIXTON	Oct. 7th.	SS. WEST HIXTON	Oct. 10th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route.

Shipside connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.

Branch Office—Kobe, Shanghai, Manila, Singapore.

Hongkong Office—Prince's Building, Charter 2, Tel. No. 1062.

General Agent for South China.

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POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	China	28th July
SHANGHAI AND JAPAN	Yokohama	28th July
JAPAN	Yokohama	28th July
SEALTS AND CANTON	Yokohama	28th July
SEALTS	Yokohama	28th July
SEALTS	Yokohama	28th July

OUTWARD MAILS.

TO	PER	DATE
Straits, Bangkok, Calcutta and Aden	Yokohama	Wednesday 28th 11.00 A.M.
Straits, Bangkok, Calcutta and Aden	Yokohama	Wednesday 28th 11.00 A.M.
Straits, Bangkok, Calcutta and Aden	Yokohama	Wednesday 28th 11.00 A.M.
Straits, Bangkok, Calcutta and Aden	Yokohama	Wednesday 28th 11.00 A.M.
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Straits, Bangkok, Calcutta and Aden	Yokohama	Wednesday 28th 11.00 A.M.
Straits, Bangkok, Calcutta and Aden	Yokohama	Wednesday 28th 11.00 A.M.

COMMERCIAL.

OPENING QUOTATIONS.

ON	DATE
ON LONDON	July 28th
Telegraphic Transfer	1040
Bank Bills, on demand	1040
Bank Bills, at 3 days sight	1040
Bank Bills, at 4 months sight	1040
Bank Bills, at 6 months sight	1040
Bank Bills, at 9 months sight	1040
Bank Bills, at 12 months sight	1040
ON HONGKONG	July 28th
Telegraphic Transfer	1040
Bank Bills, on demand	1040
Bank Bills, at 3 days sight	1040
Bank Bills, at 4 months sight	1040
Bank Bills, at 6 months sight	1040
Bank Bills, at 9 months sight	1040
Bank Bills, at 12 months sight	1040

SUMMARY OF COTTON.

Per cent.
Hongkong... 20 cents piece \$0.00 Discount
Hongkong... 10 " " 0.22
Canton... 10 " " 0.22
Canton... 10 " " 0.00 Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balance at 3 1/2 percent per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STARR, Chief Manager. Hong Kong, November 2nd, 1919.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1852. HEAD OFFICE—LONDON.

Paid-up Capital	\$2,000,000
Reserve Fund	\$2,000,000
Reserve Liability of Proprietors	\$2,000,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application. J. L. CROCKATT, Manager. Hongkong, March 27th, 1920.

THE BANK OF TAIWAN LIMITED (TAIWAN GINKO). INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	37,500,000
Reserve Funds	7,080,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji. FORMOSA—Gilan, Kagi, Karento, Kooling, Makung, Nantoi, Pusan, Shichiku, Taichu, Tainan, Takow, Tamsui, Toiyen, Aio. CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton. OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON, COUNTY, WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, China, India, Java, and other Dutch India, Australia, America, &c. Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH, Manager. HONGKONG BRANCH: 2, Des Voeux Road, Central. Hongkong, November 1st, 1919.

THE MERCANTILE BANK OF INDIA, LIMITED. HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorized Capital	£2,000,000
Subscribed Capital	£1,500,000
Paid-up Capital	£1,500,000
Reserve Fund	£1,500,000

THE BANK OF ENGLAND. THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

Branches: Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH: Every description of Banking and Exchange business transacted. INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON, Acting Manager. 7, Queen's Road Central, Hongkong, June 30th, 1920.

The "Three Castles" Virginia Cigarettes



This advertisement is issued by British-American Tobacco Co. (China) Ltd.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2, Queen's Road Central.

Paid-up Capital	\$2,000,000.00
Reserve Fund	200,000.00

Directors: Mr. Pong Wai Tsin, Chairman. Mr. Chow Shou Son, Mr. Ken Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chang Lok.

Chief Manager: Kan Tong Po, Esq. Asst. Manager: L. T. Fong, Esq. Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposits at the rate of 3 per cent per annum and on Fixed Deposits at the following rates: For 3 months at the rate of 3 1/2 per annum. For 6 months at the rate of 4 per annum. For 12 months at the rate of 5 per annum. KAN TONG PO, Chief Manager. Hongkong, February 18th, 1920.

BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

AUTHORIZED CAPITAL	F. 250,000,000
SUBSCRIBED CAPITAL	F. 150,000,000
PAID UP	F. 75,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC. F. 50,000,000.

Chairman of the Board: André Berthelot. General Manager: A. J. Pernotte.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES: Hongkong, Shanghai, Yunnan, Hankow, Peking, Singapore, Canton, Swatow, Yokohama, Harbin, London, Antwerp.

BANKERS: In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France. In LONDON: London Joint City & Midland Bank Ltd. In NEW YORK: Eastman & Co. Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Every description of Banking and Exchange business transacted. Special facilities for French exchange.

M. ROUET DE JOURNET, Manager. Hongkong, April 28th, 1920.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000. Reserve Funds \$1,500,000. Sterling \$23,000,000. Reserve Liability of Proprietors \$15,000,000.

Chair of Directors: Hon. Mr. E. V. D. Parns—Chairman. A. H. Compton, Esq.—Deputy Chairman.

G. M. Dodwell, Esq., Hon. Mr. J. Johnston, G. T. M. Edkins, Esq., A. O. Lang, Esq., A. S. Gubbay, Esq., W. L. Patterson, Esq., Hon. Mr. P. H. Holyoak, J. A. Plummer, Esq.

Chief Manager: Hongkong—N. J. STARR, Esq. Acting Manager: Shanghai—G. H. STARR, Esq.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER & PARIS BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STARR, Chief Manager. Hongkong, May 18th, 1920.

BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris. Capital Frs. 40,000,000. Reserves Frs. 50,000,000.

BRANCHES AND AGENCIES: Bangkok, Batavia, Hongkong, Shanghai, Canton, Peking, Yokohama, Hankow, Harbin, London, Antwerp.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England—Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted. L. BERINDOAGUE, Manager. Hongkong, December 1st, 1919.

HONGKONG METEOROLOGICAL REGISTER. Hongkong Observatory, July 27th.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.57	29.55	29.65
Temperature	88	80	85
Humidity	77	83	83
Wind Direction	NW	East	East
Force	1	2	4
Weather	o	of	c
Bain			

Highest open-air Temperature on 27th 89. Lowest open-air Temperature on 27th 79.

THE BLUE FUNNEL LINE.

REGULAR AND FAST SERVICES.

LONDON SERVICE

(DIRECT).

"LIONEL" 29TH JULY	London, Amsterdam & Antwerp.
"PHOTHEUS" 17TH AUG.	London & Hamburg.
"OANFA" 17TH AUG.	London, Amsterdam & Antwerp.
"PROTEUS" 31ST AUG.	London, Amsterdam & Hamburg.
"ACHILLES" 9TH SEPT.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"ALCINOUS" 14TH AUG.	Havre & Liverpool.
"BELLEROPHON" 20TH AUG.	Genoa, M's'les, L'pool & Glasgow.
"RHESUS" 2ND SEPT.	Marseilles, Havre & Liverpool.
"CYCLOPS" 11TH SEPT.	Genoa, M's'les, L'pool & Glasgow.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"IXION" 16TH AUG.	Victoria, Seattle & Vancouver.
"TALYTHIUS" 26TH AUG.	
"TYNDAREUS" 6TH OCT.	

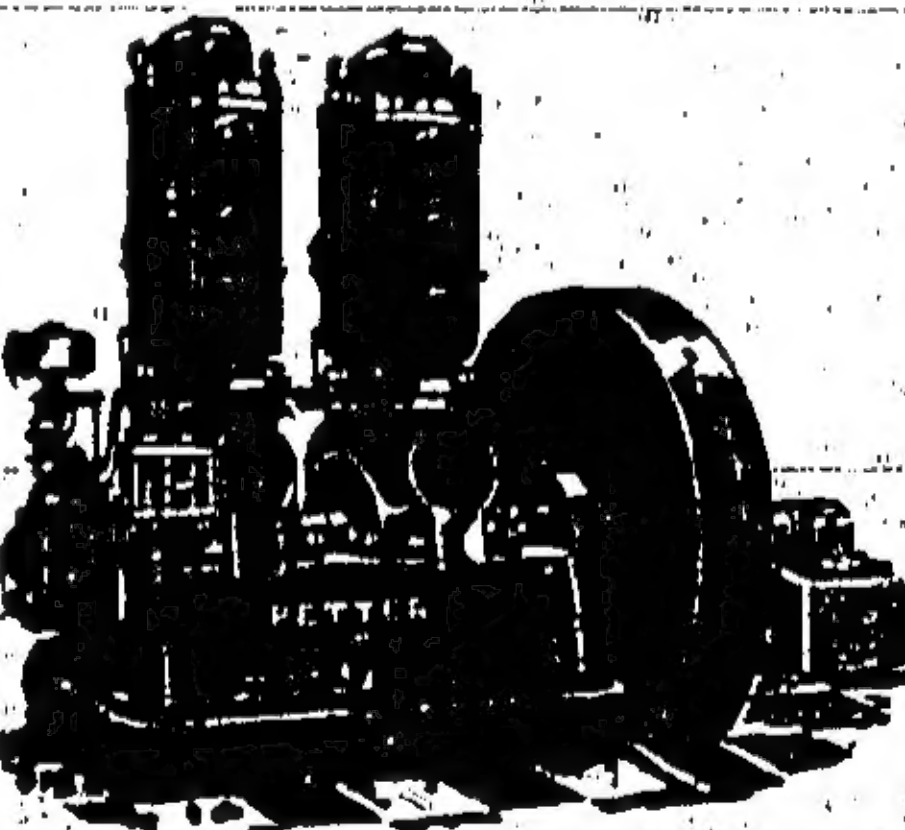
NEW YORK SERVICE

(VIA SUZUKI OR PANAMA).

See separate joint advertisement.

FOR FREIGHT AND FURTHER INFORMATION APPLY TO—BUTTERFIELD & SWIRE AGENTS.

VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—RELIABILITY—ECONOMY. A STANDARD SERIES. FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM 10 TO 450 B.H.P.

100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE. For further particulars apply to—WM. C JACK & CO., LTD., 14, DES VOEUX ROAD CENTRAL, HONGKONG, SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital \$4,000,000. Surplus \$1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES: SHANGHAI, HANKOW, TIENTSIN, CANTON, MANILA, PEKING, CHANGSHA.

All Descriptions of banking business transacted. Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers' Cheques, Sold by us. Payable Throughout the World.

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D. M. BIGGAR, Hongkong Manager.

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